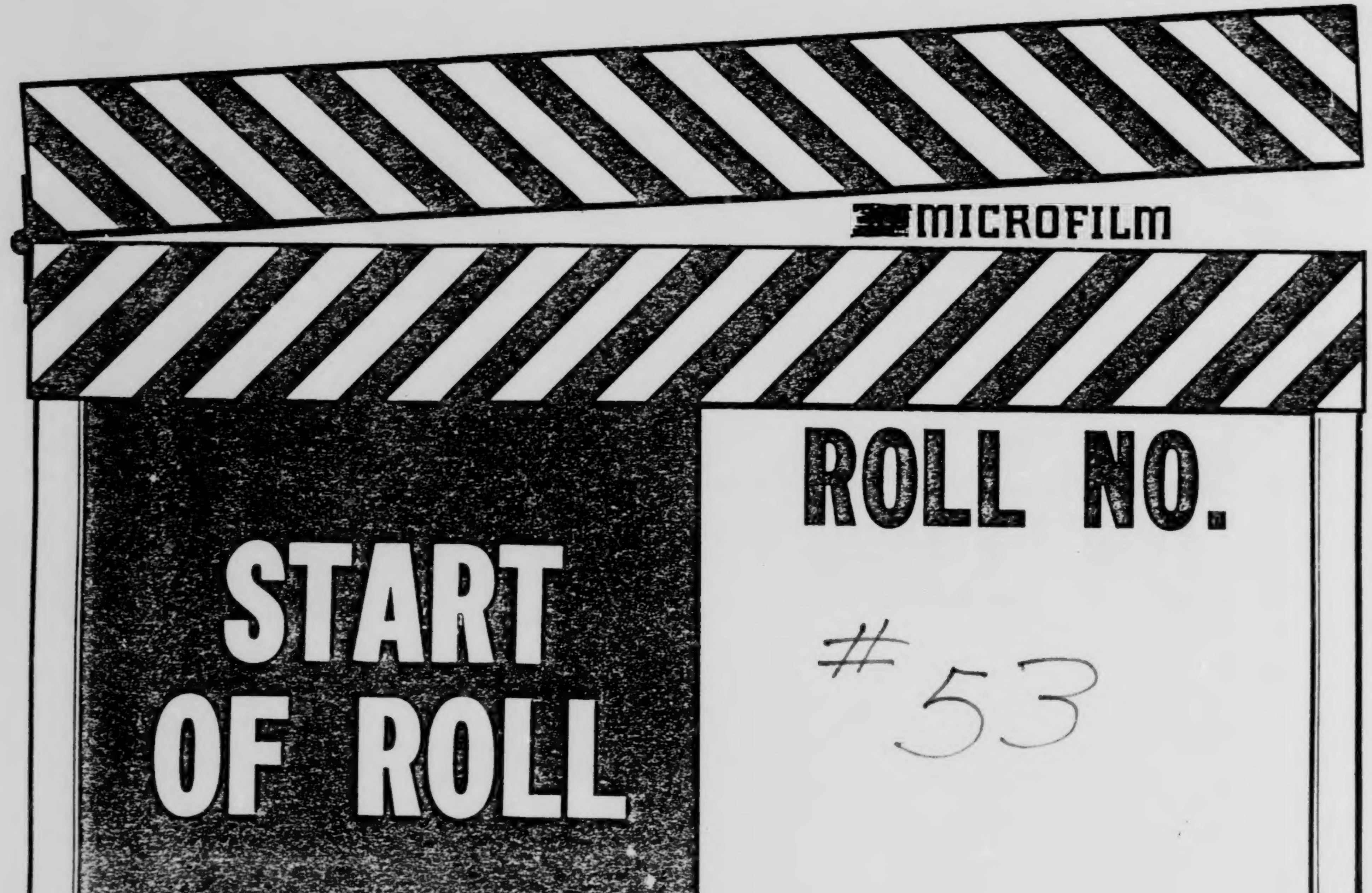

MICROFILM

START OF ROLL

ROLL NO.

#53

24-3451 State Highway Office Building 1948

#3250 Folder #1

DATE AUG 22 1949 COPY 45

SPECIFICATIONS

FOR THE

STATE HIGHWAY OFFICE BUILDING

SALEM, OREGON

Contract No 3250
Prefix 24-3451

WHITEHOUSE ◆ CHURCH ◆ NEWBERRY & ROEHR
ARCHITECTS, A.I.A.
320 S.W. STARK STREET PORTLAND, OREGON

AT 1557

NEW STATE HIGHWAY OFFICE BLDG.
SALEM, OREGON

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* * *

Daylight Saving

ADVERTISEMENT FOR BIDS

Sealed proposals will be received by the Oregon State Highway Commission, in the Green Room of the Imperial Hotel, in Portland, Oregon, at 9:00 A.M o'clock, 9/20-, 1949, for the construction of an Office Building at Salem, Oregon, for the State of Oregon, and will then and there be opened and publicly read aloud. Bids received after the time fixed for opening the same will not be considered.

Plans, specifications, and forms of contract documents may be obtained in the office of Whitehouse, Church, Newberry & Roehr, Architects, at 619 Builders Exchange Building, Portland 4, Oregon, upon deposit of Fifty Dollars ($50.00).

The full amount of deposit for one set of documents will be returned to each actual bidder within a reasonable time after receipt of bids.

All Contractors shall comply with all state laws pertaining to the qualification of bidders, and particularly title 98, chapter 1, Oregon Compiled Laws Annotated.

Each proposal shall be made out on a bid form contained in the contract documents and shall be accompanied by a certified check or bid bond made payable to the Oregon State Highway Commission in an amount not less than 5% of the total amount of the proposal.

The Oregon State Highway Commission reserves the right to reject any or all bids.

No bidder may withdraw his bid after the hour set for the opening unless said award is delayed for a period exceeding 30 days.

OREGON STATE HIGHWAY COMMISSION

Date ____________________

INSTRUCTIONS TO BIDDERS

1. SCOPE OF WORK

The work contemplated under this contract includes all labor, materials, transportation, equipment and services necessary for, and reasonably incidental to the completion of all construction and mechanical work in connection with the project described in the specifications and the accompanying drawings.

2. PREQUALIFICATION OF BIDDERS

All Contractors shall comply with all laws of Oregon pertaining to the qualifications of bidders, and particularly 98-103, Oregon Compiled Laws Annotated, requiring a prequalification statement on a form provided by the Oregon State Highway Commission ten (10) days before the opening of bids.

3. SPECIAL NOTICE

The competency and responsibility of bidders and of their proposed subcontractors will be considered in making the award.

The State reserves the right to reject any or all bids.

4. EXAMINATION OF SITE AND CONDITIONS

Before submitting a proposal, bidders must carefully examine the drawings and specifications, visit the site of the work, and fully inform themselves as to all existing conditions and limitations. They shall include in the proposal a sum to cover the cost of all items contemplated by the contract.

5. INTERPRETATION OF PROPOSED CONTRACT DOCUMENTS

If a bidder finds discrepancies in, or omissions from, the drawings or documents, or if he is in doubt as to their meaning, he shall at once notify the Architect, who will send written instructions to all bidders.

Any requests for interpretations of the drawings or specifications, or request for approval of material, when certain manufacturer's material or its approved equal is called for, shall be presented to the Architect, in writing, at least ten (10) days previous to the date on which bids are to be opened. Such requests will be answered in the form of bulletins or addenda which when issued will be sent all bidders.

Any bulletins or addenda so issued are to be covered in the proposal, and in closing the contract they will become a part of the agreement.

6. SECURITY TO BE FURNISHED BY EACH BIDDER

Each proposal must be accompanied by a certified check or a bid bond in an amount equal to 5% of the total amount of the proposal as

6. SECURITY TO BE FURNISHED BY EACH BIDDER (Continued)

guarantee that if awarded the contract the bidder will execute the contract and give bond as required. The successful bidder's check or bid bond will be retained until he has entered into a satisfactory contract and furnished a 100% performance bond. The State reserves the right to hold the certified check or bid bonds of the three lowest bidders until the successful bidder has entered into a contract and furnished a 100% performance bond. Bid bonds shall be furnished on the form bound herein.

Should the successful bidder decline to enter into a contract and furnish a satisfactory performance bond within five (5) days after his proposal has been accepted, the certified check or bid bond shall be forfeited as liquidated damages.

7. FILLING IN AND DELIVERY OF PROPOSAL FORMS

Each proposal must be presented under sealed cover, to the State Highway Commission at the time and place fixed for the receiving of bids, and must be made identifiable by a notation upon the outside of the cover stating that it is a proposal and giving the name of the particular project to which it applies.

To insure the receipt and consideration of proposals by the State Highway Commission, same must be delivered by the bidder in person, or by messenger, particularly in cases where bids are to be received at some place other than Salem, Oregon. The Highway Commission has no postoffice address other than Salem, and proposals mailed to any other address will be delayed in delivery. Proposals mailed to the Highway Commission at Salem will be given consideration if received at the Salem office in time to be conveniently transmitted to the place of meeting before the hour of opening bids, but the submission of bids in this manner is not desired, and the Highway Commission assumes no responsibility for the receipt, transmittal, or consideration of bids so submitted.

All proposals must be made in the proposal form provided by the State Highway Commission for the particular work upon which the proposal is made. They must give the prices proposed, both in writing and in figures, and they must contain all signatures, names, addresses, and other information called for.

8. MODIFICATION OF PROPOSAL

No oral, telegraphic, or telephonic proposals or modifications will be considered.

9. AGREEMENT

A form of contract to be entered into by the successful bidder is attached to and included in the general conditions of the contract.

10. DOCUMENTS

All drawings, specifications, and other contract documents shall be returned to the office of the Oregon State Highway Commission, Salem, Oregon in an unmutilated condition and without any marks or annotations, before refund of deposit will be made.

11. ALTERNATES

Bidders shall state in their proposals, the amount to be deducted from, or added to, the basic bid, for all alternates as specified.

PROPOSAL

To the State Highway Commission of the State of Oregon:

The undersigned, as bidder, declares:

That the only person or parties interested in this proposal as principal are those named herein;

That this proposal is made without collusion with any other person, firm, or corporation;

That he has carefully examined the plans, specifications, and form of contract therefor;

That he has personally inspected the actual location of the work and all other local conditions affecting it;

That he submits this proposal subject to the terms and condition stated in the preceding "Instructions to Bidders"; and

That he has satisfied himself as to the quantities and conditions and understands that in signing this proposal he waives all right to plead any misunderstanding regarding the same.

He also proposes and agrees:

That if this bid is accepted, he will contract with said State Highway Commission, in the said form of contract, to provide all necessary machinery, tools, apparatus, and other means of construction, and to do all the work and furnish all the materials specified in the contract, in the manner and time therein prescribed, and according to the requirements of the Architects as therein set forth; and

That he will accept as full payment therefor the amount earned under the contract as computed, in the manner described in the specifications, from the quantities of the various classes of work performed and the respective unit and or lump sum prices named in the following schedule:

ITEM NO.	ITEM AND QUANTITY		AMOUNT
1	Construct Office Building	All Required	
	For	Lump Sum	($__________)

ALTERNATES: Deductions to be made from above base bid, if the following alternates are eliminated from the construction.

Alternate A:

Deduct: ______________________________ DOLLARS ($__________)

Alternate B:

Deduct: ______________________________ DOLLARS ($__________)

Variations in Quantities: In case the quantities for the following items are increased or decreased from those shown on the plans, the following adjustments in the Basic Bid are authorized:

1. Tile Partitions per lin. ft. complete (tile, plaster, painting, asphalt base)

   Added: $__________________ Deducted: $_______________

2. Corridor doors complete (door, frame, rough buck, hardware, glass, painting)

   Added: $__________________ Deducted: $_______________

3. Intercommunicating doors complete (as noted above)

   Added: $__________________ Deducted: $_______________

The party by whom this proposal is submitted, and by whom the contract will be entered into in case the award is made to him, is __________

____, doing business
(State whether the bidder is "a corporation," a partnership", or "an individual")

at ____ Street,

____ City and State,

which address is the address to which all communications concerned with this proposal and the contract should be sent.

The names of the president, treasurer, and manager of the bidding corporation, or the names and residences of all persons and parties interested in this proposal as partners or principals are as follows:

NAME	ADDRESS

The name of the surety by which the surety bond covering the contract if awarded, will be furnished and the name and address of the surety's local agent are as follows:

Name of surety ____

Name of agent ____

Address ____

Accompanying this proposal is ______________________________
("Bidders' bond," "cash," or "certified check")

in the amount of ____

__________ Dollars ($__________) which amount is not less than five (5) per cent of the total amount of the bid.

If this proposal shall be accepted and the undersigned shall fail to or neglect to contract as aforesaid and to give bond in the amount specified with surety satisfactory to the State Highway Commission, within ten (10) days (not including Sunday) from the date of receiving from the State Highway Commission the contract prepared and ready for execution, the State Highway Commission may, at its option, determine that the bidder has abandoned the contract, and thereupon forefeiture of the security accompanying his proposal shall operate and the same shall be the property of the State of Oregon.

Dated ________________________, 19____

(Signature of bidder) ______________________________________
(Legal name of person, firm, or corporation)

By ______________________________
(Name)

____
(Title)

This Proposal Form is intended for the use of

____

Form E-46—2M—4-49

OREGON STATE HIGHWAY COMMISSION

PROPOSAL BOND

(Form E-46)

KNOW ALL MEN BY THESE PRESENTS, That we, ...

...., as principal,

and the ....,

a corporation duly organized under the laws of the state of ....,

having its principal place of business at ....,

in the state of ...., and authorized to do business in the state of Oregon, as surety, are held and firmly bound unto the state of Oregon in the full and penal sum of five (5) per cent of the total amount of the bid of said principal for the work hereinafter described, for the payment of which, well and truly to be made, we bind ourselves, our heirs, executors, administrators and assigns, and successors and assigns, firmly by these presents.

The condition of this bond is such that, whereas the principal herein is herewith submitting his or its proposal for the following highway construction, to wit:

....

....

....

....

said bid and proposal, by reference thereto, being hereby made a part hereof.

NOW, THEREFORE, if the said proposal bid submitted by the said principal be accepted, and the contract be awarded to said principal, and if the said principal shall enter into and execute the said contract and shall furnish bond as required by the State Highway Commission within the time fixed by said Commission, then this obligation shall be void; otherwise to remain in full force and effect.

Signed and sealed this .... day of ....

....

....
Principal

Countersigned at ....

this .... day of ....

....
Surety

STATE PRINTING DEPT. 30891

BOND TO ACCOMPANY CONTRACT

KNOW ALL MEN BY THESE PRESENTS: That we

as principal, and

as surety, are jointly and severally held and bound unto the State of Oregon, in the sum of

for the payment of which we jointly and severally bind ourselves, our heirs, executors, administrators and assigns and/or successors and assigns, firmly by these presents.

THE CONDITION OF THIS BOND IS SUCH

That, whereas, the said principal herein has made and entered into a certain contract, copy of which is hereto annexed, with the State of Oregon, which contract, together with the plans, specifications, general provisions, and special provisions, is hereby made a part hereof, whereby the said principal agrees to furnish certain materials and to perform certain work, which things he agrees to do in accordance with the certain terms, conditions, requirements and specifications set out in said contract.

NOW, THEREFORE, if the principal herein shall faithfully and truly observe and comply with the terms, conditions and provisions of the said contract, in all respects, and shall well and truly and fully do and perform all matters and things by him undertaken to be performed under said contract, upon the terms proposed therein, and within the time prescribed therein, or as extended as provided in the general provisions; and shall indemnify and save harmless the State of Oregon, the State Highway Commission, its officers and agents, against any direct or indirect damages that shall be suffered or claimed, or against any claims for injuries to persons or property during the construction of said work, and until the same is accepted; and shall promptly pay all laborers, mechanics, subcontractors and materialmen; and in particular shall promptly, as due, make payment to all persons supplying to such contractor, or to a subcontractor, labor or materials or other things for the prosecution of the work provided for in this contract; shall pay all contributions or amounts due the State Industrial Accident Fund, and all contributions or amounts due the State Unemployment Compensation Trust Fund from such contractor or subcontractor incurred or accruing in the performance of said contract; shall promptly, as due, make payment to any person, copartnership, association or corporation, furnishing medical, surgical and hospital care or other needed care and attention, incident to sickness or injury, to the employes of such contractor, of all sums which the said contractor agrees to pay for such services and all moneys and sums which the contractor may or shall have deducted from the wages of his employes for such services pursuant to the terms of sections 102-1401, 102-1402, 102-1403 and 102-1404, O.C.L.A., and any contract entered into pursuant thereto, or collected or deducted from the wages of said employes pursuant to any law, contract or agreement for the purpose of providing or paying for such service; shall pay all other just debts, dues and demands incurred in the performance of said contract; and shall not permit any lien or claim to be filed or prosecuted against the State or the State Highway Commission, and shall pay the State of Oregon such liquidated damages as may accrue to the State under said contract and shall in all respects perform said contract according to law, then this obligation is to be void, otherwise to remain in full force and effect.

Witness our hands this_____day of__________________, 19___.

______________________________(Seal)

______________________________(Seal)

______________________________(Seal)

______________________________(Seal)
Principal

____

____

____

____
Surety

CONTRACT

THIS CONTRACT, made and entered into, in quadruplicate, the________ day of_____________, 1949, by and between the STATE OF OREGON, by and through its State Highway Commission, herein called the "State", party of the first part, and____

____,

herein called the "Contractor", party of the second part, WITNESSETH:

That the Contractor, in consideration of the sums or amounts to be paid by the State in the manner and at the times herein provided, and in consideration of the other covenants and agreements herein in this contract set forth, hereby agrees for himself, or itself, his heirs, executors, administrators and assigns and/or successors and assigns, to perform and complete the work herein described and provided for, and to furnish all necessary machinery, tools, apparatus, equipment, materials and labor, and to do all things in accordance with the plans and specifications and the special provisions, and in accordance with such modifications of the same as may be made by the architects and according to such directions as may from time to time be made or given by the architects under the authority and within the meaning and purpose of this contract.

That the plans and specifications on file with Whitehouse, Church, Newberry & Roehr, Architects, Builders Exchange Building, 320 S. W. Stark Street, Portland 4, Oregon, and all of the general provisions, construction details, special provisions and schedule of contract prices appended to this contract or on file with the said architects, are hereby specifically referred to and by this reference are made a part hereof, and shall by such reference have the same force and effect as though all were fully written or inserted herein.

That the Contractor shall faithfully complete and perform all of the obligations of this contract, and in particular shall promptly, as due, make payment to all persons supplying to such Contractor, or to a subcontractor, labor or materials or other things for the prosecution of the work provided for in this contract; shall pay all contributions or amounts due the State Industrial Accident Fund, and all contributions or amounts due the State Unemployment Compensation Trust Fund from such Contractor or subcontractor incurred or accruing in the performance of the said contract; shall pay all such other just debts, dues and demands incurred in the performance of said contract; and shall not permit any lien or claim to be filed or prosecuted against the State or the State Highway Commission.

In consideration of the faithful performance of all of the obligations, both general and special, herein set out, and in consideration of the faithful performance of the work herein embraced as set forth in this contract, the general provisions, construction details, special provisions, schedule of contract prices, and all general and detailed specifications and plans which are a part hereof, and in accordance with the directions of the architects and to their satisfaction, the State agrees to pay to the said Contractor the amount earned, computed from the actual quantities of work performed as shown by the estimates of the architects, and to make such payments in the manner and at the times provided in the general provisions hereto appended.

IN WITNESS WHEREOF, the parties hereto have subscribed their names and affixed their respective official seals as of the date first above written.

Attest:

____
Secretary

Approved:

____
State Highway Engineer

Approved as to form:

____
Chief Counsel

STATE OF OREGON, by and through its
State Highway Commission

By______________________________
Chairman

By______________________________
Commissioner

By______________________________
Commissioner

State

Party of the First Part

Executed by Party of Second
Part in the presence of:

____

____

____

____

Contractor

Party of the Second Part

JMD:FRC
8/5/49

GENERAL CONDITIONS OF THE CONTRACT

1. CONTRACT DOCUMENTS

The Contract Documents consist of the Contract, General Conditions, Instructions to Bidders, Accepted Bid, Plans and Specifications, and such special conditions as may be submitted by the Architect.

2. DOCUMENTS

After the award of the Contract to the successful bidder, three copies of all scale drawings and specifications and two copies of all full-size drawings will be furnished by the Architect free of charge. Any additional copies desired will be paid for by the Contractor.

3. INTERPRETATION OF DOCUMENTS

The documents forming the Contract Documents are complimentary and what is called for by one shall be as binding as if it were called for by all. They are intended to include all detail of labor and material reasonably necessary for the proper execution of the work. Should there be any discrepancy between the specifications and the plans, the specifications shall have precedence.

4. DEFINITION OF TERMS

In the Contract Documents, the following terms shall be understood as hereinbelow defined:

a. "State" means the State of Oregon, acting through its authorized representatives.

b. "State Highway Commission" means the Oregon State Highway Commission.

c. "Contractor" means the individual, firm or corporation awarded the general contract for the work contemplated. The Contractor is herein mentioned as masculine singular, merely for convenience and without special signification.

d. "Architect" shall mean the person, firm or corporation appointed by the State Highway Commission to draw plans, make specifications and have supervision of the work contemplated by the contract. Reference is herein made, for convenience only and without special signification, to the Architect as masculine singular.

5. CONFORMITY TO PLANS AND SPECIFICATIONS

The work shall be done in strict conformity to the plans and speci-

5. CONFORMITY TO PLANS AND SPECIFICATIONS (Continued)

fications and with such instructions as shall from time to time be given by the Architect. The Contractor shall provide such assistance and materials as may be required by the Architect for giving lines, grades, etc., and shall protect and preserve in their original position all stakes, points or marks set for the work.

6. ADDITIONAL INSTRUCTIONS

In the event that it is found that the instructions and drawings contained in the contract documents are not sufficiently clear to permit the Contractor to proceed with the work, the Architect shall, either upon his own motion or upon request from the Contractor, furnish such additional written instructions, together with such additional drawings as may be necessary. When such request is made by the Contractor, it must be made in ample time to permit the preparation of the instructions and drawings by the Architect before the construction of the work covered by them is undertaken. Such additional instructions and drawings shall not be inconsistent with the contract documents and shall have the same force and effect as if contained in the contract documents.

For the purpose of avoiding delays in the preparation of such additional instructions and drawings, the Architect and the Contractor shall jointly prepare a schedule showing the time for the commencement of the work to be included in them and time the Contractor shall furnish the necessary shop drawings, which may be required for their preparation. The Contractor shall do no work without proper drawings or instructions and shall at his own expense replace any work wrongly executed.

7. SHOP DRAWINGS

The Contractor shall submit with such promptness as to cause no delay in his own work or in that of any other Contractor, two copies of all shop or setting drawings and schedules required for the work of the various trades, and the Architect shall pass upon them with reasonable promptness, making desired corrections, including all necessary corrections relating to artistic effect. The Contractor shall make any corrections required by the Architect, file with him two corrected copies and furnish such other copies as may be needed. The Architect's approval of such drawings or schedules shall not relieve the Contractor from responsibility for deviations from drawings or specifications, unless he has in writing called the Architect's attention to such deviations at the time of submission, nor shall it relieve him from responsibility for errors of any sort in shop drawings or schedules.

8. SAMPLES

The Contractor shall furnish for approval samples of material as directed. The materials used in the work shall be in accordance with approved samples.

9. MATERIALS AND WORKMANSHIP

The intent of the plans and specifications is to provide for the construction and completion in every detail of the work described therein and it is understood that the Contractor will furnish all labor and materials, tools, equipment, transportation, and necessary supplies, such as may reasonably be required to execute the contract in a satisfactory and workmanlike manner and in accordance with the plans, specifications, and terms of the contract.

Unless otherwise specified, all materials shall be new. All materials shall be of the best of the several kinds called for and it is intended that only the best methods and materials, as recognized by useage in first class work, shall be used. All workmanship shall be of the highest quality in every particular.

Only workmen skilled in their respective lines shall be employed in order to achieve the above results. The Contractor shall at all times maintain strict discipline and good order among his employees.

10. TIME

Time is of the essence of this contract. The Contractor shall at all times carry on the work diligently and without delay and shall punctually fulfill all requirements herein made of him.

11. ROYALTIES AND PATENTS

The Contractor shall pay all royalties and license fees. He shall defend all suits or claims for infringement of any patent rights and shall save harmless from loss on account thereof, the State of Oregon, the Oregon State Highway Commission, its members and employees.

12. PERMITS

The Contractor shall procure all necessary permits, pay for the same, and shall obtain all official licenses for the construction of the work and for temporary obstructions, inclosures, opening of streets for pipes, walls, etc., arising from the construction and completion of the work as mentioned in the specifications. He shall be responsible for all violations of the law for any cause in connection with the construction of the work or caused by obstructing streets, sidewalks, etc., and he shall give all requisite notices to public authorities.

13. PROTECTION OF WORKMEN AND PROPERTY

The Contractor shall erect and maintain good and sufficient guards, barricades, and signals at all unsafe places at or near the work, and shall in all cases maintain safe passageways at all road crossings, crosswalks, street intersections, and shall do all other things necessary to prevent accident or loss of any kind.

13. PROTECTION OF WORKMEN AND PROPERTY (Continued)

The Contractor shall protect from damage all water, sewer, gas and steam or other pipes or conduits, and all hydrants and all other property that is liable to become displaced or damaged by the execution of the work.

14. INSPECTION

The Architect will make periodic inspections of the work and the Architect and his representatives and representatives of the State Highway Commission shall have access to the work at all times. If any work is covered up without the consent or approval of the Architect, it must, if required by the Architect, be uncovered for examination at the Contractor's expense.

15. CORRECTION OF WORK AFTER FINAL PAYMENT

Neither the final certificate of payment nor any provision in the Contract Documents shall relieve the Contractor of responsibility for faulty materials or workmanship and, unless otherwise specified, he shall remedy any defects due thereto and pay for any damage to other work resulting therefrom, which may appear within a period of one year from the date of acceptance of the completed building or installation. The State shall give notice of observed defects with reasonable promptness.

16. SUPERINTENDENCE

The Contractor shall keep on his work, during its progress, a competent superintendent, who shall represent the Contractor in his absence. Important directions to the superintendent shall be confirmed in writing to the Contractor.

17. CHANGES IN WORK

The right is reserved, without impairing the contract, to order the performance of such extra work of a class not contemplated in the Proposal as may be considered necessary to complete fully and satisfactorily the work included in the contract. Such changes and extra work shall be done in accordance with the Contract Documents in so far as the Contract Documents are applicable.

In the event of any such changes or extra work of a class not covered by the prices included in the Contract Documents, the basis of payments shall be agreed upon in writing between the Parties in the Contract before such work is done. Where such method of payment cannot be agreed upon prior to the beginning of the work, then such work shall be performed by the Contractor on the basis of furnishing labor, material, and insurance at cost, plus fifteen per cent (15%) to cover profit, superintendence, and general expense.

18. STATE'S RIGHT TO TERMINATE CONTRACT

If the Contractor should be adjudged a bankrupt, or if he should make a general assignment for the benefit of his creditors, or if a receiver should be appointed on account of his insolvency, or if he should persistently or repeatedly refuse or should fail, except in cases for which extension of time is provided, to supply enough properly skilled workmen or proper materials, or if he should fail to make prompt payment to subcontractors or for material or labor, or persistently disregard laws, ordinances or the instructions of the Architect, or otherwise be guilty of a substantial violation of any provision of the contract, then the State may, without prejudice to any other right or remedy and after giving the Contractor seven days' written notice, terminate the employment of the Contractor and take possession of the premises and of all materials and appliances thereon and finish the work by whatever method it may deem expedient. In such case the Contractor shall not be entitled to receive any further payment until the work is finished. If the unpaid balance of the contract price shall exceed the expense of finishing the work including compensation for additional managerial and administrative services, such excess shall be paid to the Contractor. If such expense shall exceed such unpaid balance, the Contractor shall pay the difference to the State. The expense incurred by the State as herein provided, and the damage incurred through the Contractor's default, shall be certified by the Architect.

19. CORRECTION OF WORK BEFORE FINAL PAYMENT

The Contractor shall promptly remove from the premises all materials condemned by the Architect as failing to conform to the Contract, whether incorporated in the work or not, and the Contractor shall promptly replace and re-execute his own work in accordance with the Contract and without expense to the State and shall bear the expense of making good all work of other contractors destroyed or damaged by such removal or replacement.

20. USE OF PREMISES

The Contractor shall confine his apparatus, storage of materials, and operation of his work to the limits indicated by law, ordinances, permits or directions of the State, and shall not unreasonably encumber the premises with his materials. The Contractor shall enforce the State's instructions regarding signs, advertisements, fires and smoking.

21. PROTECTION

The Contractor shall protect from damage all buildings, trees, shrubs, lawns, and all landscape work, and shall provide guards and covering for them. Any such property damaged shall be repaired or replaced at the Contractor's expense. Smoking on certain portions of the site premises shall be prohibited and signs to that effect shall be posted conspicuously. Fires shall not be built on the premises except with the express consent of the State.

22. CUTTING, PATCHING AND EXCAVATION

The Contractor shall do all cutting, fitting or patching of his work that may be required to make its several parts come together properly and fit it to receive or be received by work of other Contractors shown upon, or reasonably implied by, the Drawings and Specifications for the completed structure, and he shall make good after them as the Architect may direct.

The Contractor shall do all cutting of walls and pavements as may be necessary to install the work and shall, after the equipment is installed, restore such surfaces to an approved condition.

All excavating necessary to the execution of this contract shall be done by the Contractor who shall also furnish all labor necessary to properly backfill all excavations as the equipment is installed and inspected.

23. CLEANING UP

From time to time as may be ordered by the State, and in any event, immediately after completion of the work, the Contractor shall, at his own expense, clean up and remove all refuse and unused materials of any kind resulting from the work and upon failure to do so within twenty-four (24) hours after having been notified by the State, the work may be done by others and the cost thereof charged to the Contractor and deducted from his final estimate.

24. PROTECTION TO STREETS, ALLEYS AND WALKS

Street and alley grading and paving, walks, curbs, trees, shrubs and lawn on parking or in streets and alleys must be fully protected from injury throughout the prosecution of the contract, and if the same or any thereof are damaged they shall be repaired or replaced at the expense of the Contractor.

25. APPLICATION FOR PAYMENT

Partial payments shall be paid the Contractor for the work done in each calendar month during the course of construction. The Contractor shall submit to the Architect an application for such partial payment at the end of each calendar month, and if required, receipts or other vouchers showing his payments for material and labor, including payments to subcontractors. Payment to the Contractor of such partial payments will be made after auditing of the application by the State Highway Commission. Payment of partial payments may be expected in approximately thirty (30) days after submission of the application. To assist in auditing the applications, the Contractor shall submit to the Architect a schedule of values of the various parts of the work, aggregating the total sum of the contract.

26. CERTIFICATES OF PAYMENT

Upon receipt of applications as above, the Architect shall, not later than five (5) days before the date each payment is due, issue to the Contractor a certificate for such amount as he decides to be properly due. No certificate issued or payment made to the Contractor shall be an acceptance of any work or materials not in accordance with this contract.

Fifteen per cent (15%) of all moneys earned by the Contractor as approved by the Architect, will be retained by the State until final completion and acceptance of all work covered by this contract. Said moneys will not be released until the expiration of thirty (30) days after the acceptance of the completed contract or work.

27. CONTRACTOR'S LIABILITY INSURANCE

The Contractor shall accept the terms of the Workmen's Compensation Act of the State of Oregon and shall carry on his work under the provisions of that law. He shall also protect himself by liability insurance against any and all claims for damages to person or property which may arise out of operations under this contract, whether such operations be by himself or a sub-contractor or by any one directly or indirectly employed by either of them. Certificates of such insurance shall be filed with the State Highway Commission and shall be subject to its approval as to adequacy of protection.

28. STATE'S LIABILITY INSURANCE

The State at its option may maintain such insurance as will afford to its representatives and officers protection from contingent liability for damage to person or property which may arise from operations under this contract.

29. FIRE INSURANCE

The Contractor shall effect and maintain fire insurance upon the entire structure on which the work of this contract is to be done to one hundred percent of the insurable value thereof, including items of labor and materials connected therewith whether in or adjacent to the structure insured, materials in place or to be used as part of the permanent construction, including surplus materials, shanties, protective fences, bridges, temporary structures, miscellaneous materials and supplies incident to the work, and scaffoldings, stagings, towers, forms, and equipment, the cost of which is included in the cost of the work.

Certificates of such insurance shall be filed with the State Highway Commission and shall be subject to its approval as to adequacy of protection.

30. CONTRACT SECURITY

The Contractor shall furnish a surety bond in an amount equal to one hundred per cent of the contract price, as security for the faithful performance of this contract and the payment of all obligations hereunder

30. CONTRACT SECURITY (Continued)

arising. This bond shall cover not only all requirements of this contract, but also those included in title 98, chapters 1 and 2, Oregon Compiled Laws Annotated. The surety bond shall be on the form of "Bond to Accompany Contract" included herein.

31. ASSIGNMENT

The Contractor shall not assign the Contract or sublet it as a whole without the written consent of the State, nor shall the Contractor assign any moneys due or to become due to him hereunder, without the previous consent of the State.

32. RESPONSIBILITY FOR DAMAGES

The Contractor shall be responsible for all damage to property, injury to persons, and loss, expense, inconvenience, and delay that may be caused by, or result from, the carrying out of the work to be done under this contract, or from any act, omission or neglect of the Contractor, his subcontractors, or employees.

The Contractor shall indemnify and save harmless the State of Oregon, Oregon State Highway Commission, the Architect, and all employees of the State of Oregon from all suits or actions of every name and description brought for or on account of any damage, injury, loss, expense, inconvenience, or delay received or sustained by any person, or damage caused to any property, which damage, injury, loss, expense, inconvenience, or delay may have been caused by or may have resulted from the carrying out of the work to be done under the contract, or from any act, omission, or neglect of the Contractor, his subcontractors, or his employees; provided, however, that the State shall promptly call to the attention of the Contractor any claim filed with the State for any such injury or damage, and if suit or action be commenced to recover for any such claim or damage, the State shall, before time for answer expires or before default has been entered, furnish the Contractor or his surety with a copy of the complaint. In case there should be any such suits or actions, so much of the money due to the Contractor under and by virtue of the contract as shall be considered necessary by the Architect may be retained by the State until such suits or actions shall have been settled or until the interests of the State, or of the persons concerned, have been otherwise satisfactorily protected.

33. PERSONAL LIABILITY OF PUBLIC OFFICIALS

In carrying out the provisions hereof, or in exercising any power or authority granted to him by the contract, there will be no liability upon the Architect, or his authorized assistants or employees of the State or members of the Oregon State Highway Commission, either personally or as officials of the State of Oregon, it being always understood that in such matters they act as the agents and representatives of the State.

34. LIABILITY FOR CLAIMS

The Contractor shall promptly, as due, make payment to all persons supplying labor or material for the prosecution of the work provided for in this contract, and shall also pay all contributions or amounts due the State Industrial Accident fund and the Unemployment Compensation fund from such Contractor or subcontractor incurred in the performance of this work.

The Contractor shall not permit any lien or claim to be filed or prosecuted against the State on account of any labor or material furnished.

Should the Contractor fail, neglect or refuse to make prompt payment of any claim for labor or services, furnished by any person in connection with this contract as said claim becomes due, whether said services and labor be performed for said Contractor, or a subcontractor, then and in such event, the State Highway Commission may pay such claim to the person furnishing such labor or services and charge the amount thereof against funds due or to become due the Contractor by reason of this contract, but the payment of any such claims in the manner herein authorized shall not relieve the Contractor or his surety from his or its obligation with respect to any unpaid claims.

35. MEDICAL CARE

The Contractor shall promptly, as due, make payment to any person, co-partnership, association or corporation furnishing medical, surgical and hospital care or other necessary care and attention incident to sickness or injury, to the employees of such Contractor, of all sums which the said Contractor agrees to pay for such services and all moneys which the Contractor may deduct from the wages of his employees for such services pursuant to the terms of Chapter 344, Oregon Laws 1941, as amended by Chapter 298, Oregon Laws 1945, and any contract entered into pursuant thereto, and all moneys collected or deducted from the wages of said employees pursuant to any law, contract or agreement for the purpose of providing or paying for such services.

36. COMPLIANCE WITH FAIR LABOR STANDARDS ACT AND HOURS OF EMPLOYMENT

The attention of the Contractor is called to the fact that the Highway Commission has been advised by the Wage and Hour Division, U. S. Department of Labor, that Contractors engaged in construction work are required to meet the provisions of the Fair Labor Standards Act of 1938 (52 Stat. 1060).

The hours of employment for labor and the rates of pay for overtime employment shall be in conformance with the requirements of state and federal laws and regulations.

In the matter of overtime employment of labor and payment for such overtime employment, the Highway Commission will exercise no control, the understanding in that connection being that the matter is covered by State Laws, Federal Enactments, Presidential Orders, etc., and that enforcement of said laws, enactments, orders, etc., is the responsibility of the regularly appointed State and Federal enforcement officers, and the State and Federal Courts.

To comply with the state law (Section 98-201, C.C.L.A.), the following provisions relative to hours of employment and payment for employment in excess of such hours is included in the contract and made a part thereof:

> No person shall be employed for more than eight hours in any one day, or forty-eight hours in any one week, unless in case of emergency, when no other competent labor is available, and in such cases such laborer shall be paid double wages for all overtime.

As, in view of recent Federal Legislation and Presidential Order, the power of the Highway Commission to enforce the above-stated provision of the contract is subject to question, the Highway Commission does not propose to undertake enforcement of the same unless, and until, the Commission's obligation and authority so to do is established by court order, or by other compelling action.

The position taken by the Commission, as indicated in the above paragraph, does not relieve the Contractor of any of his legal responsibilities under the several laws, enactments, and presidential orders involved. It is to be understood by the Contractor, therefore, that any non-compliance with such laws, enactments, and orders (including non-compliance with the state law relating to double payment for overtime) will be at the responsibility of the Contractor.

In connection with the matters mentioned in the foregoing paragraphs, the Contractor's attention is called particularly to the following state and federal laws and orders:

1. Sections 98-207, 98-208, 98-209, Oregon Compiled Laws Annotated, and Chapter 345, Oregon Laws 1941.
2. Federal "Fair Labor Standards Act of 1938."
3. Executive Order issued by the President of the United States on September 9, 1942.

37. TRANSPORTATION TAX

Under the federal act which imposes a tax of three per cent on amounts paid for transportation of property by motor vehicle, rail, water or air, exemption from payment of the tax is allowed where property is transported to or from the government of a state or other political subdivision, or an agency or instrumentality thereof, and the shipping papers show the consignor or consignee to be such an organization.

A recent ruling of the Internal Revenue Service is to the effect that this exemption applies to shipments of materials used in construction work paid for by the State provided the shipments are, with proper authority, consigned from or to the State or an agency thereof.

37. TRANSPORTATION TAX (Continued)

In view of this situation and in order that the State may benefit from the exemption thereby allowed, the State Highway Commission hereby authorizes the Contractor to whom the contract is awarded to have all shipments of materials, destined to enter into the work covered by the contract and to become the property of the State, consigned to the Oregon State Highway Commission in care of the Contractor and to claim exemption from the transportation tax that would otherwise be imposed on such shipments.

This authority is granted to the Contractor by the Highway Commission with the understanding that the saving to be made by the exercise of this exemption privilege will be reflected in the prices bid for the contract work and will in that manner accrue to the benefit of the State and other governmental agencies by which funds for the work are contributed.

Exemption from the transportation tax does not apply to shipments of fuel, lubricants, spare parts, equipment, plant, consumable supplies, construction forms, forms, form lumber or other items which do not become a part of the completed work or which do not become the property of the State, and the Contractor is not, by these provisions, authorized to use the name of the Oregon State Highway Commission or the State of Oregon in the consignment of shipments of such items.

The Contractor is cautioned that any misuse of the authority hereby granted wherein shipments not eligible for exemption hereunder are consigned to the State Highway Commission, thereby wrongfully relieving the Contractor of an obligation to pay a transportation tax, is a violation of federal law subject to punishment as prescribed therein.

38. PURCHASE OF MATERIALS

Preference shall be given to materials and products manufactured in the State of Oregon.

39. PROSECUTION OF THE WORK

The Contractor shall commence work on this project within ten (10) days after the award of the contract. The work shall then be continuously carried to completion subject to the provisions of the contract. The progress of the work shall be at a rate sufficient to complete the con- [illegible] in the time specified unless otherwise agreed with the State.

40. SUBCONTRACTORS

The Contractor shall, as soon as practicable after the execution of the contract, notify the Architect in writing of the names of subcontractors proposed for the principal part of the work and for such other parts as the Architect may direct. He shall not employ any subcontractors to whom the Architect may within a reasonable time object as incompetent or unfit.

The Contractor shall not be required by the Architect to employ any subcontractor against whom he has a reasonable objection.

40. SUBCONTRACTORS (Continued)

The Contractor agrees that he is as responsible to the State for the acts and omissions of his subcontractors and of persons directly or indirectly employed by them, as he is for the acts and omissions of persons employed directly by himself.

41. RELATIONS OF CONTRACTOR AND SUBCONTRACTOR

The Contractor agrees to bind every Subcontractor and every Subcontractor agrees to be bound by the terms of the Contract Documents as far as applicable to his work, including the following provisions of this article.

This does not apply to minor subcontracts.

The Subcontractor agrees - - - -

a. To be bound to the Contractor by the terms of the Contract Documents and to assume toward him all the obligations and responsibilities that he, by those documents, assumes toward the State.

b. To submit to the Contractor applications for payment in such reasonable time as to enable the Contractor to apply for payment under Section 25 of the General Conditions.

c. To make all claims for extras, to the Contractor in the manner provided in the General Conditions for like claims by the Contractor upon the State, except that the time for making claims for extra cost is one week.

The Contractor agrees - - - -

d. To be bound to the Subcontractor by all the obligations that the State assumes to the Contractor under the Contract Documents and by all the provisions thereof affording remedies and redress to the Contractor from the State.

e. To pay the Subcontractor, upon the payment of certificates, if issued under the schedule of values described in Section 25 of the General Conditions, the amount allowed to the Contractor on account of the Subcontractor's work to the extent of the Subcontractor's interest therein.

f. To pay the Subcontractor, upon the payment of certificates, if issued otherwise than as in (e), so that at all times his total payments shall be as large in proportion to the value of the work done by him as the total amount certified to the Contractor is to the value of the work done by him.

g. To pay the Subcontractor to such extent as may be provided by the Contract Documents or the subcontract, if either of these provides for earlier or larger payments than the above.

41. RELATIONS OF CONTRACTOR AND SUBCONTRACTOR (Continued)

h. To pay the Subcontractor on demand for his work or materials as far as executed and fixed in place, less the retained percentage, at the time the certificate should issue, even though the Architect fails to issue it for any cause not the fault of the Subcontractor.

i. To pay the Subcontractor a just share of any fire insurance money received by him, the Contractor, under Section 29 of the General Conditions.

Nothing in this section shall create any obligation on the part of the State to pay any sums to any Subcontractor or to enforce payment to him by the Contractor.

42. ARCHITECT'S STATUS

The Architect shall have general supervision and direction of the work. He is the agent of the State only to the extent provided in the Contract Documents and when in special instances he is authorized by the State so to act. He has authority to stop the work whenever such stoppage may be necessary to insure the proper execution of the Contract.

43. ARCHITECT'S DECISIONS

The Architect shall decide any and all questions which may arise as to the quality and acceptability of materials furnished and work performed, the manner of performance and the rate of progress of the work, the interpretation of the plans and specifications, and the acceptable fulfillment of the terms of the contract.

44. CASH ALLOWANCES

The Contractor shall include in the contract sum all allowances named in the Contract Documents and shall cause the work so covered to be done by such Contractors and for such sums as the Architect may direct, the contract sum being adjusted in conformity therewith. The Contractor declares that the contract sum includes such sums for expenses and profit on account of cash allowances as he deems proper. No demand for expenses or profit other than those included in the contract sum shall be allowed.

45. MEASUREMENTS

Before ordering any material or doing any work, the Contractor shall verify all measurements at the building and shall be responsible for the correctness of same. No extra charge or compensation will be allowed on account of difference in actual dimensions and the measurements indicated on the drawings; any difference which may be found, shall be submitted to the Architect for consideration before proceeding with the work.

46. SPECIFICATIONS

Titles to divisions and paragraphs in these Contract Documents are introduced merely for convenience and are not to be taken as a part of the specifications or as a correct or complete segregation of the several units of material and labor. No responsibility, either direct or implied, is assumed by the Architect for omissions or duplications by the Contractor or his subcontractors, due to real or alleged error in arrangement of matter in these contract documents.

47. REMOVAL OF PROTECTIONS

The Contractor shall remove from the premises, and from adjacent streets, alleys and parking, when their use is no longer required, all temporary protections in or about the building installed and called for under Sections 13 and 21 of these General Conditions.

48. ORDER OF WORK

If, in the judgment of the Architect, it becomes necessary at any time during erection of the building, in order to accelerate the work, the Contractor or Subcontractor, when ordered and directed by the Architect, shall cease work at any particular point and transfer his men to such other point or points, and execute such portions of his work, as may be required by the Architect. All work shall be done in the order directed by the Architect.

49. CLEANING

The Contractor shall keep the premises clean at all times and shall remove all rubbish as often as directed by the Architect.

The Contractor shall employ a professional window washer and at the completion of all work, shall cause him to wash all glass throughout the building, removing all stains, etc., on same. Care shall be taken not to scratch the glass in this cleaning.

Upon the completion of the work the Contractor shall remove all rubbish from and about the building and all tools, scaffolding and surplus materials and shall leave his work "broom clean." In case of dispute the State may remove the rubbish and charge the cost to the Contractor.

50. SCHEDULE OF WORK

Before signing the contract, the Contractor shall prepare a definite time schedule according to which he shall work and of which he shall immediately furnish the Architect a copy. He shall, in the preparation of the schedule heretofore mentioned, make provision therein for the proper installation of work of other Contractors.

51. USE OF NONMETALLIC MINERAL CONSTRUCTION MATERIAL

The provisions of Chapter 24, Oregon Laws 1943, are to be complied with in this project as far as applicable.

52. TIME OF COMPLETION

All work under this contract shall be completed within fifteen (15) calendar months after the award of the contract.

53. EXTENSION OF CONTRACT TIME

The time for completion of the work contemplated under this contract is specified above, and it is understood that completion of the work within the time specified is an essential part of the contract. If the Contractor finds it impossible to complete the work within the time specified, he shall make written application to the State Highway Commission for an extension of time sufficient to complete the work, giving therein the reasons for failure to complete within the time specified. This application shall be accompanied by the written consent of the surety for such extension. The State Highway Commission may grant such extension subject to the assessment against the Contractor of the cost of all engineering and inspection work performed by the State after the date of completion hereinabove specified.

GENERAL CONDITIONS (SUPPLEMENTARY)

SECTION I

1-01 - LINES AND LEVELS

(a) The Owner will establish the lot lines, restrictions, and a bench mark.

(b) All other grades, lines, levels and bench marks shall be established and maintained by the General Contractor who shall be responsible for same.

(c) The Contractor shall verify all grades, lines, levels, and dimensions as shown on the drawings, and he shall report any errors or inconsistencies in the above to the Architect before commencing work.

(d) The Contractor shall provide and maintain well-built batter boards at all corners; he shall establish on each floor not less than eight bench marks located where designated by the Architect.

(e) As the work progresses, the Contractor shall lay out on the form the exact location of all partitions as a guide to all trades.

1-02 - TEMPORARY BUILDINGS

(a) The Contractor shall provide and maintain on the premises, sheds for the storage of all materials which might be damaged by the weather.

(b) The Contractor shall provide a temporary office for his own use and a structure for the proper shelter of his employees.

1-03 - ARCHITECTS' AND CLERK-OF-WORKS' OFFICE

(a) The Contractor shall provide a 10' x 14' water-tight office, where directed, for use of the Architect and Clerk-of-Works. The office to be provided with heat, light, water, telephone, janitor service and toilet connected to sewer. This building to be removed when directed.

(b) The office to be painted 2 coats outside and stained inside, provided with doors with locks, 1 desk and 2 chairs, a 3'-0" x 8'-0" plywood table attached to wall and racks for drawings.

1-04 - TEMPORARY TOILETS

(a) The Contractor shall provide and maintain in a neat and sanitary condition such accomodations for the use of his employees as may be necessary to comply with the requirements and regulations of the Oregon State Department of Health and of other bodies or officers having jurisdiction thereover. He shall permit no public nuisance.

1-05 - TEMPORARY WATER CONNECTIONS

(a) The Contractor shall provide and pay for all water for building purposes which is required by all trades.

1-06 - TEMPORARY LIGHT AND POWER

(a) The Contractor shall make all necessary applications, pay all fees, and charges, obtain necessary permits and provide and maintain electrical energy for power and light.

(b) The Contractor shall furnish an abundance of light in all portions of the building so as to enable his employees and subcontractors to execute their work in the very best manner and if, in the opinion of the Architect or his authorized representative, there is not sufficient light in any portion of the building, the Contractor shall immediately without cost to the Owner furnish such additional lighting as the Architect may direct.

1-07 - TEMPORARY HEAT

(a) The State of Oregon will furnish, without cost to the Contractor, the necessary steam for temporary heat, but the Contractor shall furnish and pay for all labor and material for installing piping, valves and radiating surfaces.

1-08 - TEMPORARY FENCE

(a) The Contractor shall furnish and erect a temporary fence 7'-0" high around the entire building site. The fence is to be topped with 2 rows of barbed wire spaced 8" apart and supported on wood brackets. Fence shall be constructed of rough 1" x 12" placed tight vertically and supported by two 2" x 4" horizontal rails spiked to 4" x 4" posts set in the ground 2'-6" and spaced 8'-0" o.c.

(b) Provide two sliding gates of ample size to permit passage of trucks. Gates shall be provided with barn door hangers and fitted with hasp and padlock.

(c) Paint fence with one heavy spray coat of Mill White on exterior.

(d) Fence to be maintained for the duration of the contract and upon completion of the work entirely removed from the site by this Contractor.

1-09 - TEMPORARY ENCLOSURES

(a) The Contractor shall provide temporary weathertight enclosures for all exterior openings as soon as walls and roof are built so as to protect all work from the weather.

(b) All exterior doors shall be equipped with self-closing hardware and padlocks.

(c) All exterior windows shall be provided with temporary sash frames covered with light muslin.

1-10 - TEMPORARY STAIRS, LADDERS, RAMPS, RUNWAYS, HOISTS

(a) The Contractor shall furnish and maintain all equipment such as temporary stairs, ladders, ramps, scaffolds, hoists, runways, derricks, chutes, elevators, etc., as required for the proper execution of the work by all trades.

1-10 - TEMPORARY STAIRS, LADDERS, RAMPS, RUNWAYS, HOISTS (Cont'd)

(b) All such apparatus, equipment, and construction shall meet all requirements of the Labor Law and other state or local laws applicable thereto.

1-11 - DRAWINGS AND SPECIFICATIONS

(a) The Contractor will be furnished free of charge three (3) complete sets of plans and specifications, and two (2) prints of each full size detail or supplementary drawing.

(b) All other copies of drawings and specifications as required will be furnished to the Contractor for the cost of reproduction.

(c) The cost of reproduction is approximately $32.00 for a complete set of plans and specifications.

1-12 - APPROVED OTHERS

(a) Mention on plans or in specifications, either by name, by implication, by design, or by description, of materials, equipment, or devices is for the purpose of establishing the criterion of quality and character desired. Other materials, equipment, and devices of equal quality and adaptability for the purpose for which they are intended may be approved for substitution for those specified provided the dealer or manufacturer desiring to obtain approval shall apply in writing to the Architect, stating specifically for which products he desires to make substitution, making reference to the paragraph and line of specifications. He shall submit with his request for substitution, complete data, samples, etc., sufficient to enable the Architect to readily determine the kind, type and quantity of the substitute. Where tests or chemical analysis are required before a substitute material can be approved, same shall be made by independent, reputable laboratory, approved by the Architect.

(b) Requests for approval of substitutes shall be submitted to the Architect on or before the tenth day prior to the date set for opening of bids.

1-13 - ALTERNATES

(a) The Contractors shall submit with their proposals the amounts to be deducted from their proposals for the following alternates:

ALTERNATE A: State the amount to be deducted from the base bid if cooling equipment as specified is omitted, but all provisions for the future installation are included.

ALTERNATE B: State the amount to be deducted from the base bid if kitchen and lunch room equipment is omitted but all roughing-in is included and the two ports between kitchen and lunch room are installed.

1-13 - ALTERNATES (Continued)

VARIATIONS IN QUANTITIES: The Contractors shall submit with their proposals the amounts to be added or deducted from their proposals in case the quantities for the following items are increased or decreased from those shown on the plans.

1. Tile partitions per lin. ft. complete (tile, plaster, painting, Asphalt base)

2. Corridor doors complete (door, frame, rough buck, hardware, glass, painting)

3. Intercommunicating doors complete (as noted above)

EXCAVATION & PREPARATION OF SITE

SECTION II

2-01 - APPLICATION OF THE INSTRUCTIONS TO BIDDERS AND GENERAL CONDITIONS:

(a) All of the work described herein is subject to the foregoing "Instructions to Bidders", "General Conditions", and "General Conditions (Supplementary)" which become a part of this specification and all work shall be carried on in accordance therewith.

2-02 - APPROVED OTHERS

(a) Where the specifications call for an article or material by name or manufacturer or by description, the character and quality desired are thus indicated. Where a certain manufacturer or vendor may make several grades and sizes of a desired article, it will be interpreted to mean that the article approved is that coming nearest the description and of no lesser size or capacity than stated in the description. The conditions governing approvals and the time limit for submission of written requests for approvals are stated in the "General Conditions (SupplementaryL"article entitled "Approved Others", to which this Contractor must refer if substitution is desired.

2-03 - SCOPE

(a) Remove all trees, stumps and bushes from inside the property lines of the entire block except those marked to be saved. Remove all roots to a point 24" below grade.

(b) Remove all walks, driveways-alley paving, garage floors and other concrete or masonry to a depth of at least 2'-0" below grade.

(c) Remove all basement and foundation walls to a point 2'-0" below grade and backfill basements with topsoil taken from first 12" of building excavation.

(d) Excavate over the entire area of the building and for a distance of 2 feet beyond the sides, as well as where walks, manholes and Pipe Tunnel are indicated on the drawings.

(e) Trenches for plumbing, heating and electrical work will be done by others.

(f) Excavation for the Pipe Tunnel from the building to the existing manhole shall be only as wide as the tunnel except where it is necessary to double form the walls.

(g) Contractor shall take care of all public utilities encountered in connection with the work.

(h) Before starting work, Contractor shall carefully box all trees, shrubs, etc., which are to remain on the site and are in danger of damage from shovels, trucks and materials.

2-03 - SCOPE (Continued)

(i) All excess material shall be removed from site except amount necessary to bring sub-grade to within 6" of finished grades. Last 6" will be topsoil furnished and placed by others.

(j) The bottoms of all excavations for foundations shall be leveled off at exact depth required and all foundations shall be placed on undisturbed earth. If filling is required under foundations, it shall be done with approved concrete as directed. Earth filling under foundations will not be accepted.

(k) All old sewers, cesspools, piping, etc., encountered by this Contractor shall be cut off and capped outside the excavation, or cleaned out and filled with concrete if inside of building.

(l) The sides of excavations shall be temporarily supported and maintained secure until permanent support is provided.

(m) Remove (1) large limb from 48" elm tree in rear court yard. This work must be done by an experienced tree surgeon.

2-04 - REMCVAL OF WATER

(a) Contractor shall provide and maintain pits to which all excavated parts can be drained and shall provide and maintain bilge pumps, suction and discharge lines and power for running same in sufficient number to keep excavation free from standing water at all times.

2-05 - FILLING AND GRADING

(a) No backfilling shall be done until the work in excavations has been inspected and approved by the Architect.

(b) All backfill shall be clean earth placed in horizontal layers not over 12" deep, each layer thoroughly tamped or puddled.

(c) All grading shall be done as required to bring the grounds to within 6" of finished grades shown on drawings.

(d) Last 3 feet of backfill around building shall be made with top soil removed from within the building lines.

SUB-DRAINAGE SYSTEM

SECTION III

3-01 - APPLICATION OF THE INSTRUCTIONS TO BIDDERS AND GENERAL CONDITIONS

(a) All of the work described herein is subject to the foregoing "Instructions to Bidders", "General Conditions", and "General Conditions (Supplementary)" which become a part of this specification and all work shall be carried on in accordance therewith.

3-02 - APPROVED OTHERS

(a) Where the specifications call for an article or material by name or manufacturer or by description, the character and quality desired are thus indicated. Where a certain manufacturer or vendor may make several grades and sizes of a desired article, it will be interpreted to mean that the article approved is that coming nearest the description and of no lesser size or capacity than stated in the description. The conditions governing approvals and the time limit for submission of written requests for approvals are stated in the "General Conditions (Supplementary)" article entitled "Approved Others", to which this Contractor must refer if substitution is desired.

3-03 - SCOPE

(a) Work under this heading includes the complete system of footing and under floor drains. Manholes, inlet and outlet fittings and backwater valves will be furnished by others.

3-04 - DRAIN TILE

(a) Drain tile shall be 6" diameter sound, hard-burned clay or concrete agricultural tile, reasonably straight and smooth inside. Tile with socket joints shall be standard weight vitrified earthenware or concrete sewer pipe. Tile fittings shall be of corresponding weight and quality. "Y" fittings at intersections and eighth bends at changes in directions of drains.

3-05 - LAYING

(a) Drain tile and pipe shall be laid to true grades and alignment, with a continuous fall in the direction of the flow.

3-06 - JOINTS

(a) Joints of agricultural tile shall be left open 1/2 inch, top covered with 6" strip of building paper and wrapped with copper wire gauze. The gauze shall be 30 strands per inch, 3 inches wide and shall be wrapped entirely around the joints, with ends double-lapped and folded, then malled flat, to secure same in position. Joints of sewer pipe carrying the water away from the building shall be caulked with oakum and filled solid with cement mortar.

3-07 - GRAVEL

(a) Gravel fill over exterior footing drains shall be clean, washed, hard river gravel that will pass a 3" mesh and be retained on a 1/2" mesh screen, fill to be four feet deep and topped with a 6" layer of 1/4" pea gravel.

(b) Gravel fill under basement floor shall be clean, washed, hard river gravel that will pass a 1½" mesh and be retained on a 1/2" mesh screen.

CONCRETE AND CEMENT WORK

SECTION IV

4-01 - APPLICATION OF THE INSTRUCTIONS TO BIDDERS AND GENERAL CONDITIONS

(a) All of the work described herein is subject to the foregoing "Instructions to Bidders", "General Conditions", and "General Conditions (Supplementary)" which become a part of this specification and all work shall be carried on in accordance therewith.

4-02 - APPROVED OTHERS

(a) Where the specifications call for an article or material by name or manufacturer or by description, the character and quality desired are thus indicated. Where a certain manufacturer or vendor may make several grades and sizes of a desired article, it will be interpreted to mean that the article approved is that coming nearest the description and of no lesser size or capacity than stated in the description. The conditions governing approvals and the time limit for submission of written requests for approvals are stated in the "General Conditions (Supplementary)" article entitled "Approved Others", to which this Contractor must refer if substitution is desired.

4-03 - SCOPE

(a) This Contractor shall include all plain and reinforced concrete, steel reinforcement, forms, anchors, and miscellaneous items in connection therewith, as shown on the drawings or called for in the specifications.

(b) The cement shall be delivered a sufficient length of time before it is required in the work to allow for inspection and testing, and shall be stored in a water-tight shed where it will not come in contact with ground and will be protected from the weather. Any cement which shall have become damaged or which does not pass the required inspection or tests shall be removed from the premises.

(c) All cement shall be tested before using at a laboratory approved by the Architect. Cement tested at the source of supply shall be shipped in an approved manner so that the tested cement can be readily identified. Certified test reports shall be furnished the Architect in all cases.

4-04 - PORTLAND CEMENT

(a) Portland cement shall conform to the standard specifications of the A.S.T.M., C 150, Type 1, Latest Edition.

4-05 - FINE AGGREGATE

(a) Fine aggregate shall consist of sand, having strong, clean, hard durable, uncoated grains, free from injurious amounts of dust, lumps, soft or flakey particles, shale, organic matter, loam or other deleterious substances.

(b) Fine aggregate shall be well graded from fine to coarse with the coarser particles predominating, within the following limits:

4-05 - FINE AGGREGATE (Continued)

Passing 3/8" sieve		100%
" No. 4 sieve	not less than	85%
" No.48 sieve	not more than	30%
" No.100sieve	not more than	5%

(c) Mortars composed of one part cement and three parts fine aggregate by weight, when made into briquets, shall show a tensile strength of at least 80% of the strength of 1:3 mortar of the same consistency made with the same cement and Standard Ottawa sand.

(d) Sedimentation or decantation tests shall show not over 7% of impurities such as silt, clay, etc.

(e) Fine aggregate subjected to the colorimetric test for organic impurities producing a color darker than the Standard A.S.T.M. C-40 regulation shall be rejected unless they pass the mortar strength test as specified above.

(f) Sieve analysis, sedimentation and colorimetric tests shall be made at the source of supply before the work is started.

4-06 - COARSE AGGREGATE

(a) Coarse aggregate shall consist of washed, clean, hard, strong, durable uncoated grains, free from dirt, scales and other deleterious matter. Flat and elongated particles shall be rejected.

(b) Coarse aggregate shall be well graded from fine to coarse. The maximum size shall be 1-1/2" for walls, beams, ordinary slabs and columns, and 1" for concrete joist slabs. 100% shall pass the maximum size sieve and not more than 5% shall pass the No. 4 sieve. Samples of coarse aggregate shall be submitted for the Architect's approval.

4-07 - WATER

(a) Water used in mixing concrete shall be clean and free from deleterious amounts of acids, alkalis or organic matter.

4-08 - REINFORCING STEEL & WIRE MESH

(a) Reinforcing steel shall be manufactured from new billet steel, intermediate grade, deformed bars, in accordance with the Standard Specifications of the A.S.T.M., A-15, latest edition, or rail steel standard grade, deformed bars manufactured in accordance with the Standard Specifications of the A.S.T.M., A-16, latest edition.

(b) Steel wire (cold drawn) reinforcement shall be manufactured in accordance with the Standard Specifications of the A.S.T.M., A-82, latest edition.

(c) Welded steel wire fabric reinforcement shall be manufactured in accordance with the Standard Specifications of the A.S.T.M., A-185, latest edition.

4-08 - REINFORCING STEEL & WIRE MESH (Continued)

(d) Certificates of tests for reinforcing steel shall be submitted for the Architect's approval before using. Steel which cannot be identified from mill certificates shall be subjected to bend tests in accordance with A.S.T.M. specifications.

4-09 - CLEANING

(a) Reinforcement shall be free from paint, oil, scale or any coatings that will tend to reduce the bond value of the reinforcement.

4-10 - TESTS

(a) Costs of tests for cement, aggregates and reinforcing shall be borne by the Contractor.

4-11 - CONCRETE PROPORTIONS AND CONSISTENCY

(a) The proportions of aggregate to cement for all concrete shall be such as to produce a mixture which will work readily into the corners and angles of the forms and around the reinforcement with the method of placing employed on the work, but without permitting the materials to segregate or excess free water to collect on the surface. The combined aggregates shall be of such composition of sizes that when separated on the No. 4 sieve, the weight passing the sieve (fine aggregate) shall not be less than 30% nor greater than 50% of the total.

(b) The methods of measuring concrete materials shall be such that the proportions can be accurately controlled and easily checked at any time during the work.

(c) The strength quality of the materials proposed for use in the structure shall be established by tests which shall be made in advance of the beginning of concreting operations, using the consistencies suitable for the work and in accordance with the "Standard Method of Making Compression Tests of Concrete" A.S.T.M. Serial Designation: C 39, latest edition. At least four test specimens shall be made for each water content used, two of which shall be tested at the end of 7 days and two at the end of 28 days. The water content to be used in the concrete for the structure as determined from these tests shall correspond to a min. strength of 2900 lbs. per sq. in. at 28 days. Minimum cement content shall be 5½ sacks per yd. Should the minimum strength fall below the above specified requirements, the Architect shall have the right to order an increase in the cement content at no additional change in the contract price.

4-12 - READY MIXED CONCRETE

(a) Measurements of materials for ready mixed concrete shall conform to the Standard Specifications of the A.S.T.M. C 94, latest edition.

4-13 - TESTS

(a) One test shall be made for each 100 cu. yd. of concrete poured, each test to consist of four cylinders, two to be tested at 7 days and two at 28 days. The strengths of these cylinders at 7 days and at 28 days shall correspond to those indicated for the preliminary tests for the same water

4-13 - TESTS (Continued)

content. Reports on tests shall be sent to the Architect in triplicate.

(b) In cases where the strength of the control cylinders shown by these tests for any portion of the work falls below the strength called for, the Architect shall have the right to order a change in the mix, or in the water content for the remaining portion of the structure, may require additional curing, may require load tests to be made on the portions of the building poured during the time the low test specimens were obtained, may condemn such portions and order their replacement, or may require both load tests and replacement.

(c) When a load test is required, the member or portion of the structure under consideration shall be subjected to a superimposed load equal to one and one-half times the live load plus one-half of the dead load. This load shall be left in position for a period of twenty-four hours before removal. If, during the test, or upon removal of the load, the member or portion of the structure shows evident failure, such changes or modifications as are necessary to make the structure adequate for the rated capacity shall be made, or their replacement required.

(d) The cost of all cylinder and load tests shall be done at the Contractor's expense.

(e) Frequent slump tests shall be made during the pouring of the concrete to determine and to keep the consistency of the concrete uniform, and shall correspond to the slumps indicated in the preliminary tests to assure the maintenance of the minimum strengths specified.

4-14 - MIXING AND PLACING CONCRETE

(a) The mixing of concrete shall be done in a batch mixer of approved type which will insure a uniform distribution of the materials throughout the mass, so that the mixture is uniform in color and homogeneous. The mixer shall be equipped with a suitable charging hopper, water storage, and a water measuring device. The entire contents of the drum shall be discharged before recharging. The mixer shall be cleaned at frequent intervals while in use. The volume of the mixed materials per batch shall not exceed the Manufacturer's rated capacity of the mixer. The mixing of each batch shall continue not less than one minute, for mixers up to 1½ yd. capacity, adding one additional minute for each cubic yard capacity of mixer over 1½ yds., after the last materials, including water, has been deposited therein, and during which time the mixer shall rotate at a peripheral speed recommended by the manufacturer.

(b) Before beginning a run of concrete, hardened concrete and foreign materials shall be removed from the inner surfaces of the mixing and conveying equipment.

(c) Before depositing concrete, debris shall be removed from the space to be occupied by the concrete; forms shall be thoroughly wetted, except in freezing weather, or oiled. Water shall be removed from the place of deposit before concrete is placed.

(d) This Contractor is to cooperate with all other trades as

4-14 - MIXING AND PLACING CONCRETE (Continued)

necessary to secure all reinforcing, blocking, anchors, pipes, wood grounds, sleeves, hangers, chases, conduits, openings, etc., for heating and vent ducts, all of which shall be properly placed and inspected before the pouring of concrete.

(e) Concrete shall be handled from the mixer to the place of final deposit as rapidly as practicable, by methods which will prevent the separation or loss of ingredients. Concrete shall be deposited in horizontal layers and as nearly as practicable in its final position to avoid segregation due to rehandling or flowing. When concreting is once started, it shall be carried on as a continuous operation until the placing of the panel or section is completed. The top surface shall be generally level. When construction joints are necessary they shall be made in a manner as hereinafter specified.

(f) Equipment for chuting, pumping and pneumatically conveying concrete shall be of such size and design as to insure a practically continuous flow of concrete at the delivery end without separation of the materials.

(g) Concrete shall not be dumped from such a height or in such a manner that the aggregates will separate. Baffle plates or openings in the sides of the forms through which the concrete may be placed is recommended for such places.

(h) All concrete shall be thoroughly tamped, rodded and vibrated during the operation of placing and shall be thoroughly worked around reinforcement, embedded fixtures and into the corners of the forms.

(i) If upon removal of the forms, aggregate pockets, honeycomb or other defects occur due to improper placement of the concrete, the Architect shall have the right to require their correction and to require load tests, and such corrections and/or load tests shall be made at the Contractor's expense.

4-15 - COLD WEATHER REQUIREMENTS

(a) Adequate equipment shall be provided for heating the concrete materials and protecting the concrete during freezing or near-freezing weather. No frozen materials or materials containing ice shall be used.

(b) All concrete materials and all reinforcement, forms, fillers and ground with which the concrete is to come in contact shall be free from frost. Whenever the temperature of the surrounding air is below 40° F., all concrete placed in the forms shall have a temperature of between 70° F. and 100° F., and adequate means shall be provided for maintaining a temperature of not less than 70° F. for three days, or for as much more time as is necessary to insure proper curing of the concrete. No dependence shall be placed on salt or other chemicals for the prevention of freezing.

4-16 - CONSTRUCTION JOINTS

(a) Joints not indicated on the Drawings shall be so made and located as to least impair the strength of the structure. Where a joint is to be made, the surface of the concrete shall be thoroughly cleaned and all laitance removed, and slushed with a coat of neat cement grout immediately before the placing of new concrete.

4-16 - CONSTRUCTION JOINTS (Continued)

(b) At least four hours must elapse after depositing concrete in the columns or walls before depositing in beams, girders, or slabs supported thereon. Beams, girders, brackets, and haunches shall be considered as part of the floor system and shall be placed monolithically therewith.

(c) Construction joints in floors shall be located near the middle of the spans of slabs, beams, or girders, unless a beam intersects a girder at this point, in which case the joints of the girders shall be offset a distance equal to twice the width of the beam and provision made for shear by the use of inclined reinforcement. The Architect's approval shall first be obtained for the location of joints in floors before proceeding with the concreting of these portions of the structure.

4-17 - CURING CONCRETE

(a) All exposed surfaces of concrete shall be protected from premature drying and freshly placed concrete shall be protected from wash by rain.

(b) All concrete shall be kept wet for a period of not less than seven days after placing.

4-18 - FORMS

(a) Forms shall be substantially built and erected, tight enough to prevent leakage of mortar, of ample strength to sustain the weight of the freshly poured concrete, and of any construction loads likely to come upon them. They shall be properly braced to maintain position and shape, and conform to the designed dimensions and contours.

(b) The concrete joist slabs shall be formed with removable metal tyle of the depths shown on the drawings. They shall be of sufficient strength to support the freshly poured concrete and all construction loads without deflection. Any pans which have become badly bent or dented shall not be used unless first straightened to the satisfaction of the Architect. Concrete joists shall be framed continuous in adjoining panels unless shown otherwise.

(c) Before concrete is placed in the forms, all dirt, shavings, sawdust and foreign matter shall be removed. Temporary openings shall be provided at the base of wall and column forms for this purpose. If any dirt falls into fresh concrete, it shall be removed before pouring more concrete upon it.

(d) Forms shall not be disturbed until the concrete has adequately hardened. In general, the shores for floor slabs and beams should be left in place for 28 days. The forms for the sides of beams should not be removed in less than 6 days.

(e) Beveled strips shall be placed in the forms for the chamfering of corners of columns, and girders where exposed.

4-19 - BENDING AND PLACING REINFORCEMENT

(a) Metal reinforcement shall not be bent or straightened in a manner that will injure the material. Bends for stirrups and ties shall be made around a pin having a diameter not less than two times the minimum thickness of the bar. Bends for other bars shall be made around a pin having a diameter not less than six times the minimum thickness of the bar, except that for bars larger than one inch the pin shall be not less than eight times the minimum thickness of the bar. All bars shall be bent cold.

(b) Metal reinforcement, before placing shall be thoroughly cleaned of mill and rust scale or any coatings that will tend to reduce or destroy the bond. Reinforcing appreciably reduced in section shall be rejected.

(c) Metal reinforcement shall be accurately placed in accordance with the drawings, adequately secured in position against displacement, and supported by concrete or metal chairs and spacers. Parallel bars shall be spaced not closer than 1½ times the minimum thickness of the bar nor closer than 1¼ inches.

(d) Splicing of bars in tension at points of maximum stress shall be generally avoided. Splices where required shall provide sufficient lap to transfer the stress between the bars by bond and shear. Splicing of bars where necessary in places other than shown on the drawings shall first be approved by the Architect.

(e) Where changes in the cross section of a column occur, the longitudinal bars shall be offset in a region where lateral support is afforded. Where offset, the slope of the inclined portion shall not be more than 1 in 6, and in the case of tied columns the ties shall be spaced not over three inches on centers for a distance of one foot below the actual point of offset.

(f) The metal reinforcement shall be protected by the thickness of concrete indicated on the Drawings. Where not otherwise indicated the thickness of concrete over the reinforcement shall be as follows:

Where concrete is deposited against the ground, without the use of forms, not less than 3 inches.

Where concrete may be exposed to the ground but is placed in forms, not less than 2 inches.

Slabs and joists, not less than 3/4".

Beams and columns, not less than 1½ inches.

Walls, not less than 1½ inches.

(g) Bars in end spans shall be carried to within 3 inches of the outer edge of the support and the bent bars shall be hooked at the non-continuous end.

(h) Sleeves, pipes or conduits passing through floors, walls or beams shall not be of such size or in such location as unduly to impair the strength of the construction. Embedded pipes or conduits other than those merely passing through, shall not be larger in outside diameter than one-third the thickness of the slab, wall or beam in which they are embedded;

4-19 - BENDING AND PLACING REINFORCEMENT (Continued)

shall not be spaced closer than three diameters on centers, nor so located as unduly to impair the strength of the construction.

4-20 - ANCHORS

(a) This Contractor shall provide and set dove-tail anchor slots in face of exterior concrete walls for anchoring marble veneer. Anchor slots shall be located as shown on marble setting drawings.

(b) Anchor slots shall be formed from #22 U. S. Gauge Stainless Steel sheet material, 1" in depth, 3/4" wide at opening, 1" wide at back of slot, 6" long. Slots shall have flanges at each side of the opening to prevent seepage of grout into the slot. Anchors will be provided by Marble Setting Contractor.

(c) This Contractor shall provide and set continuous dove tail anchor slots in face of concrete walls around elevator shaft and stair towers for anchor tile furring and in the face of all columns where joined by tile partitions or furring. Anchor slots in concrete walls shall be placed 16" o.c. vertically, in columns on center line of intersecting partitions and in center of column where furring occurs.

(d) Anchor slots shall be 24 ga. galvanized iron with a continuous felt filler. Anchors will be furnished by Masonry Contractor.

4-21 - BASEMENT FLOOR SUB-GRADE

(a) Level gravel fill to a reasonably true and even surface. Cover with a 15# waterproof building paper lapped 4" at edges and ends. Structural concrete, reinforced with 6" x 6" No. 10/10 wire mesh, shall be placed over paper. Float top surface smooth to receive membrane dampproofing.

4-22 - CONCRETE FILL

(a) Concrete fill over structural slabs shall be a 1:3:4½ mix reinforced with 4"x4" No. 13/13 zinc coated wire mesh shrinkage fabric.

(b) Additional reinforcing consisting of 2" mesh galvanized chicken wire shall be installed over all ducts, conduits and pipes where same come together in gangs of two or more or are within 1/2" of the finished floor. Mesh shall extend 6" to either side of this work.

(c) Concrete fill under ceramic tile floors shall be spread over a continuous layer of roofing felt weighing not less than 15# per square thoroughly impregnated with asphalt. Fill shall be kept down 1½" to allow for tile setting bed. Screed off level and leave moderately rough.

(d) Structural slabs shall be swept clean and thoroughly wet before concrete fill is placed.

(e) Concrete fill under terrazzo is specified in terrazzo work.

4-22 - CONCRETE FILL (Continued)

(f) Where concrete fill is shown under built-up roofing, provide Vermiculite or Perlite concrete mixed in the proportions of 6 cu. ft. of Vermiculite to 1 cu. ft. of Portland cement. Add sufficient water to produce a slump of not less than 6" or more than 9". Mix in a plaster type mixer. Mixing time to be limited to the minimum which will accomplish complete uniformity and a flowable mixture. Place immediately and finish smooth as soon as consistency is suitable.

4-23 - CEMENT FINISH

(a) All concrete floors shall have an integral finish applied as soon as possible after fill slab is laid so as to secure a sure bond. Finish shall be mixed in the proportions of 1 part cement, 2½ parts sand, thoroughly mix together dry before spreading.

(b) Surfaces to be evenly floated and steel troweled twice to a hardened smooth surface, free from trowel marks.

(c) Cement finish for basement floor slab shall be scored ½" deep on a line between expansion joints, same to form blocks of about 100 sq. ft. in area. All expansion joints shall have slightly rounded edges and filled as specified under expansion joints.

(d) Where noted on "finish schedule", cement floors shall be treated with Anti-Hydro "Armortop" or L. Sonneborn Sons, Inc. "Lapidolith" applied in strict accordance with manufacturer's specifications.

(e) Finished cement floors not receiving resilient covering shall be protected with a layer of stainless sawdust or sand placed not later than 30 hours after laying and shall remain in place until plastering is completed and space requires cleaning.

(f) All concrete floors shall be kept damp and cured for one week.

4-24 - CONCRETE WALKS AND DRIVE

(a) Concrete for walks shall be 1:3:4½ mix with an integral floated finish marked off with surface joints as shown. Walks shall have 3/8" premolded non-extruding expansion joints located as shown on plot plans. All walks shall be reinforced with wire mesh similar to that specified under "Fill".

(b) Removable slab over transformer vault shall have joint around perimeter caulk with oakum and filled as specified under expansion joints.

(c) Driveway to be structural concrete reinforced with 6" x 6" No. 10/10 mesh. Broom finish. Provide 1/2" premolded non-extruding expansion joints located as shown on "Plot Plan".

4-25 - PROTECTION COURSE

(a) The membrane dampproofing on the ground floor shall be completely protected by a ½-inch cement course installed and troweled reasonably smooth as soon as the dampproofing has been installed. Cement course to be composed of 1 part cement to 4 parts sand.

4-26 - CEMENT STAIRS

(a) Steps and landings shall be set down 1" to allow for separate finish. Before applying finish, roughen thoroughly to provide a mechanical bond, clean of all dust and loose aggregate and scrub with water, soaking for 24 hours before applying finish. Work a grout coat of neat cement into the surface of the slab with a stiff wire or bristle broom. Apply finish composed of 1 part Portland Cement to 2 parts sand. When finish is sufficiently hard, sprinkle Alundum (C.F.) aggregate uniformly on the surface by hand and immediately wood float into the cement finish. Use ¼ lb. of Alundum aggregate for each square foot of area. Aggregate shall be soaked in water 10 minutes before using. Cove intersection of threads and risers with a 1" radius, set safety treads furnished under"miscellaneous iron, ornamental metal and metal specialties."

4-27 - CEMENT BASE

(a) Cement base shall be 1 part cement and 2 parts sand and shall be run in place. The top shall finish against metal grounds specified under "Lathing and Plastering". Base shall be brought to a true surface and troweled smooth. Base to have 1" radius cove at floors.

4-28 - EXPANSION JOINTS

(a) Premolded expansion joints shall be non-extruding type--cork or celotex "Flexcell".

(b) Poured expansion joints shall be the Philip-Carey Manufacturing Co. "Careylastic" or Servicised Product Corp. "Para-Plastic".

(c) Basement expansion joints shall be placed at the junction of the floor slab and all vertical surfaces including interior columns and on column centers. Joint to be formed by placing 3 pieces of oiled beveled siding with butts reversed against vertical surface. After concrete has hardened remove strips and fill joint. The joints must be free from scale and thoroughly dry before filling.

WATERPROOFING & DAMPPROOFING

SECTION V

5-01 - APPLICATION OF THE INSTRUCTIONS TO BIDDERS AND GENERAL CONDITIONS

(a) All of the work described herein is subject to the foregoing "Instructions to Bidders", "General Conditions" and "General Conditions (Supplementary)" which become a part of this specification and all work shall be carried on in accordance therewith.

5-02 - APPROVED OTHERS

(a) Where the specifications call for an article or material by name or manufacturer or by description, the character and quality desired are thus indicated. Where a certain manufacturer or vendor may make several grades and sizes of a desired article, it will be interpreted to mean that the article approved is that coming nearest the description and of no lesser size or capacity than stated in the description. The conditions governing approvals and the time limit for submission of written requests for approvals are stated in the "General Conditions (Supplementary)" article entitled "Approved Others", to which this Contractor must refer if substitution is desired.

5-03 - SCOPE

(a) This Contractor shall furnish all labor and materials as required to complete all waterproofing and dampproofing as shown on the drawings or herein specified, or both.

5-04 - WATERPROOFING OF BASEMENT FLOOR - PITS AND TRENCHES

(a) Clean all surfaces of dirt, dust, or loose particles and remove all projection that might damage the membrane, fill all large voids or pockets.

(b) Surfaces shall be dry before applying waterproofing, and all concrete and cement shall be set.

(c) Coat entire surface on which waterproofing is to be applied with asphalt primer, then cover with 2 plies of 15# asbestos felt and 3 - 20# coats of hot asphalt.

(d) Each layer of felt shall be rolled into place and completely embedded in the asphalt and shall be laid without wrinkles, bubbles or pockets.

(e) Membrane shall be turned up 2" at all vertical surfaces.

(f) Cement plaster protection will be installed by others.

5-05 - WATERPROOFING OF EXTERIOR BASEMENT WALLS

(a) The outside of all exterior basement walls shall be waterproofed similar to basement floor.

5-05 - WATERPROOFING OF EXTERIOR BASEMENT WALLS(Continued)

(b) Waterproofing shall extend from stone ledge down wall, across top and down face of wall footing.

(c) Protect waterproofing with 1/2" thick sheet of asphalt impregnated fiberboard mopped to membrane and surface mopped.

5-06 - WATERPROOFING OF ENTRANCE STEPS, PLATFORMS & LOADING DOCK

(a) Five-ply construction applied as specified for waterproofing of Basement Floor.

5-07 - WATERPROOFING OF FLOWER BOXES

(a) Waterproof the inside surface of the flower boxes as specified for exterior basement walls omitting protection course.

5-08 - DAMPPROOFING OF FOUNDATION WALLS

(a) The inside face of the concrete foundation walls shall be dampproofed from the top of the sub-floor to the under side of the first floor concrete joist with 2 coats of asphalt emulsion applied with spray equipment.

(b) Before applying dampproofing the Contractor shall clean all surfaces of scale and loose material.

EXTERIOR STONE WORK

SECTION VI

6-01 - APPLICATION OF THE INSTRUCTIONS TO BIDDERS AND GENERAL CONDITIONS

(a) All of the work described herein is subject to the foregoing "Instructions to Bidders", "General Conditions" and "General Conditions (Supplementary)" which becomes a part of this specification and all work shall be carried on in accordance therewith.

6-02 - APPROVED OTHERS

(a) Where the specification calls for an article or material by name or manufacturer or by description, the character and quality desired are thus indicated. Where a certain manufacturer or vendor may make several grades and sizes of a desired article, it will be interpreted to mean that the article approved is that coming nearest the description and of no lesser size or capacity than stated in the description. The Conditions governing approvals and the time limit for submission of written requests for approvals are stated in the "General Conditions (Supplementary)" article entitled "Approved Others", to which this Contractor must refer if substitution is desired.

6-03 - SCOPE

(a) This Contractor shall furnish all labor and materials to complete all exterior granite and marble work as shown on the drawings or herein specified.

6-04 - DELIVERY - STORAGE AND HANDLING

(a) Granite and marble shall be so delivered, piled and handled at all times as to protect it from damage. The patching or hiding of defects shall not be permitted. Any stone chipped or stained on the face shall be redressed or cleaned to remove all traces of such defects before it is set in place, or a new stone shall be furnished. No stone shall be redressed to less than the minimum thickness allowed under the contract.

6-05 - CEMENT

(a) Non-staining white waterproof Portland Cement, Trinity, Atlas or Medusa.

(b) Portland Cement - "Gray" - As specified under concrete work.

6-06 - WATER

(a) Water shall be clean and free from deleterious materials.

6-07 - LIME

(a) Hydrated Lime shall conform to the Standard Specifications of the A.S.T.M., C 6, latest edition.

6-08 - SAND

(a) For setting marble:

1. Clean, sharp, well screened white Del Monte silica sand, free from loam or vegetable matter.

(b) For setting granite:

1. Masonry sand shall be sharp, washed, clean and well graded in size.

6-09 - GRANITE

(a) Granite shall be of good quality, sound, free from defects which would impair its strength, durability or appearance.

(b) Granite shall be "Madera Light Gray" - "Swenson Gray" or "Chelmsford".

6-10 - MARBLE

(a) Marble shall be first quality, selected for a minimum amount of clouds or veining, sound, durable, free from quarry sap, seams and mineral stains.

(b) Marble shall be "Eureka Danby" or "Cherokee Georgia".

6-11 - SAMPLES

(a) Contractor shall submit 2 samples of marble 1" x 18" x 30" with samples of the dressing on the faces. These samples shall show the maximum and minimum amount of veining or clouds that will appear on any part of the exposed surfaces.

(b) Submit 1 sample of granite 3" x 12" x 18" showing the dressing.

(c) The samples of stone chosen will be retained and used as standards of workmanship, quality, and color, and any stone which is not equal to the approved samples will be rejected.

(d) Each sample shall be labeled with the name and location of the quarry, and a certified analysis of the chemical and physical properties of the stone.

6-12 - SHOP DRAWINGS

(a) Submit setting drawings in duplicate for approval by the Architect. Drawings shall show jointing, anchoring, doweling, cramping, supporting and flashing of all stone work, all of which shall be in accord with the best practice and the Architect's details. Each stone shall be numbered on the drawings and a corresponding number marked on the stone back.

6-13 - ANCHORS, CRAMPS, DOWELS & ANGLE SUPPORTS

(a) Anchors shall be 1/8" x 1" flat brass straps punched near end

6-13 - ANCHORS, CRAMPS, DOWELS & ANGLE SUPPORTS

for a 3/16" round brass dowel. Anchors shall be cut to fit dovetail anchor slots furnished under "Concrete & Cement Work".

(b) Cramps shall be 3/16" round brass rods, or of size shown on drawings.

6-14 - FABRICATION

(a) All stone work shall be accurately cut to shape and dimension shown on approved shop drawings. Exposed plane surfaces shall be true. Beds and joints shall be dressed straight and unless shown otherwise, at right angles to the face.

(b) Cut holes and sinkages for all anchors, angle supports, cramps, etc., called for or indicated on the shop drawings.

(c) Do all cutting and fitting as may be required for other trades.

(d) Round nosing of steps on a 1/2" radius.

6-15 - FINISH

(a) Granite: Six cut for steps and platform.

8 cut for base course and buttresses.

(b) Marble: Fine sand rubbed free from scratches.

6-16 - CARVING

(a) Carving of letters on cornerstone shall be done by this Contractor from Architect's full size details.

(b) This Contractor shall allow the sum of $2700.00 to cover the cost of carved sculptural work over the main entrance to be executed by a sculptor selected by the Architects.

(c) This Sub-Contractor shall furnish and deliver F.O.B. to the studio of the sculptor at Portland, Oregon, marble slabs approximately 2½" thick; marble shall be free from spalls, cracks, breaks and pronounced veining.

(d) The setting of the executed carving in the building shall be done by the Sub-Contractor for this work. Carvings are to be transported from the sculptor's studio to the building site by the Setting Contractor.

6-17 - SETTING

(a) Set all anchors, dowels and cramps as shown on the shop drawings, and as required to secure work properly.

6-17 - SETTING (Continued)

(b) All stones shall be cleaned, then sponged or drenched with clean water before setting. Stone shall be level, plumb, square and true with uniform joints, set in a full bed of mortar with all vertical joints flushed full. All anchor-cramps etc. shall be accurately set and adjusted, and the holes and sinkages filled with mortar.

(c) All voids between stone and concrete walls shall be grouted full with mortar before placing next course of stone. The grout shall be placed in layers not exceeding a height of six inches (6") and shall be well rodded or otherwise compacted. Care shall be exercised so that anchors and alignment of marble will not be disturbed. Provide centers wherever required in order to hold marble in perfect alignment until grout has set.

(d) Copings, steps, platforms or other projecting stone work exposed on top shall be set with vertical joints unfilled. Caulk the exterior profile of these joints with rope yarn and grout from above. After grouting has set, remove caulking for pointing.

(e) Jointing shall be 1/4" wide as noted on drawings.

(f) No casting plaster is to be used in the spot setting of the marble work. Mortar for spot setting shall be mixed as specified for setting mortar with the addition of "Sika" solution in the proper proportions to accelerate the setting period.

6-18 - POINTING

(a) All marble work shall be pointed at the time of setting. Point flush and rub with jointer to compact joint. Clean surplus mortar from face of stone.

(b) Copings as specified above shall be filled to within 2" of top with a hot grout of the same material used for setting and then caulked with lead wool to within 1" of the top then pointed solid on all faces with elastic compound of a color to match the pointing.

(c) Provide expansion joints in coping at approximately 20' o.c. Omit all mortar from top to bed of joint and pack loosely with cotton rope yarn having a joint at least 3/4" deep from all finished surfaces. Caulk joint with elastic caulking compound and cap with Minwax Type A Size 2 "Weathercap" applied in accordance with manufacturer's recommendations.

(d) Provide Minwax Type B Size 2 "Weathercaps" at right angle joints where granite stair treads join buttresses and where granite platforms join face of building.

6-19 - MORTAR

(a) Setting (Marble):
1 part non-staining white waterproof Portland cement.
3 parts white silica sand.
3½ gallons of water per sack of cement including moisture in aggregate.

6-19 - MORTAR (Continued)

(b) Grouting:
1 part non-staining white waterproof Portland Cement.
3 parts white silica sand. Sand up to 1/4" size may be used in grouting mortar.
Maximum water 6½ gallons per sack of cement.

(c) Pointing:
1 part non-staining white waterproof Portland Cement.
2 parts white silica sand.
Add sufficient hydrated lime to make as stiff a mixture as can be worked.

(d) Setting & Grouting (Granite):
1 part Portland Cement.
1 part lime putty.
4 parts masonry sand.
All mortar shall be waterproofed by the addition of Master Builders Co. "Omicron" mortarproofing in the proportions of 1# for each sack of cement and 1# for each cubic foot of lime putty or hydrated lime in exact accordance with the manufacturer's directions.

6-20 - CAULKING

(a) The outside joint at the perimeter of all exterior windows, metal spandrels and door frames shall be cleaned out to a uniform depth of 3/4" and filled solid with an elastic caulking compound forced into place with a gun under pressure.

(b) Masonry joints indicated on the plans to be caulked shall be cleaned out as specified above and filled solid with elastic caulking compound of knife grade.

(c) Caulking compound shall be of a white color, elastic, non-staining, waterproof and not affected by long exposure to extreme outside temperatures.

(d) Approved caulking compounds: Pecora-Kuhls, Vulcatex, Sonneborn.

(e) Before using compound, all contact surfaces of stone shall be coated with a 20% solution of silicate of soda.

6-21 - PROTECTION OF STONE WORK

(a) Projecting stone work, sills, steps, doorways, etc., shall at all times be adequately protected from injury during construction by substantial wood covering.

6-22 - CLEANING

(a) Upon completion of the work all surfaces shall be cleaned using mild soap and clean water. No method or material which will attack, deteriorate or otherwise affect the surface of the marble will be permitted and any marble work damaged by the cleaning process shall be completely removed and replaced.

(b) Cleaning shall commence at top of stone work and continue progressively down the face of the building. The stone shall be thoroughly wet before cleaning and shall be washed entirely free of all cleaning agent after cleaning.

BRICK, HOLLOW TILE & CERAMIC GLAZED BLOCK

SECTION VII

7-01 - APPLICATION OF THE INSTRUCTIONS TO BIDDERS AND GENERAL CONDITIONS

(a) All of the work described herein is subject to the foregoing "Instructions to Bidders", "General Conditions" and "General Conditions (Supplementary)" which become a part of this specification and all work shall be carried on in accordance therewith.

7-02 - APPROVED OTHERS

(a) Where the specifications call for an article or material by name. or manufacturer or by description, the character and quality desired are thus indicated. Where a certain manufacturer or vendor may make several grades and sizes of a desired article, it will be interpreted to mean that the article approved is that coming nearest the description and of no lesser size or capacity than stated in the description. The conditions governing approvals and the time limit for submission of written requests for approvals are stated in the "General Conditions (Supplementary)" article entitled "Approved Others", to which this Contractor must refer if substitution is desired.

7-03 - SCOPE

(a) This Contractor shall furnish and install complete all brick, hollow tile, ceramic glazed block and anchors as shown on the drawings or as herein specified.

7-04 - LIME

(a) Hydrated lime shall conform to Standard Specifications of the A.S.T.M., C 6, latest edition.

(b) Quick lime shall conform to Standard Specifications of the A.S.T.M., C 5, latest edition.

7-05 - MASONRY SAND

(a) Sand shall be sharp, washed, clean and well graded in size. Mortar sand shall pass a #8 sieve and at least 5% shall be retained on a #16 sieve.

(b) White sand - "Del Monte".

7-06 - WATER

(a) Water shall be clean and free from deleterious materials.

7-07 - PORTLAND CEMENT

(a) Portland cement shall conform to the Standard Specifications of the A.S.T.M., C 150, Type I, latest edition.

7-07 - PORTLAND CEMENT (Continued)

(b) Tests on cement shall comply with the requirements for same as specified under "Concrete and Cement Work".

7-08 - BRICK, COMMON

(a) Common brick shall be best quality, sound, hard burned clay brick of uniform shape, size and dark color. No soft or salmon brick will be allowed.

7-09 - STRUCTURAL HOLLOW CLAY TILE

(a) All hollow clay tile shall be kiln-burned units, free from cracks, splits, laminations, or other defects as may impair their strength or durability. All surfaces to receive plaster shall be scored.

7-10 - CERAMIC GLAZED BLOCK

(a) Glazed block shall be as manufactured by Gladding-McBean Co. or approved equal. Units in general shall be machine-made, vacuum processed, of selected clays, reasonably straight and true with finished faces free from chips, crazes, blisters and crawling. Ashlar face size to be approximately 6" x 12" including joints. Units to be 1-3/4" or 3-3/4" thick as shown on details. Color to be stock standard. All blocks shall be sized at the plant to insure uniformity of dimensions.

External corners, sills, jambs, lintels, and caps shall have 1/2" chamfer. Base members shall be coved 5/8" radius.

7-11 - MORTAR

(All measures are by volume.) All mortars shall be highly plastic with high water retentivity.

(a) Cement Lime Mortar: (Brick & Tile)

1 part Portland Cement, 1 part lime putty, and
6 parts masonry sand.

(b) Mortar: (Ceramic Glazed Block)

Setting mortar shall be composed of one part Portland Cement, one part high calcium lime putty and five parts white sand.

Colored as directed.

7-12 - MIXING MORTAR

(a) All materials for mortar shall be measured by volume, sand and cement mixed dry, lime putty added, and then water added to bring to the proper consistency for use. No mortar that has stood for more than 1 hour shall be used.

7-13 - SETTING STRUCTURAL HOLLOW CLAY TILE

(a) Partitions and furring in general shall be built on finished floor and shall be carried up to the underside of the suspended metal ceiling. Where a difference in the level of ceilings occur the tile shall be carried to the under side of the highest ceiling. Partitions around toilet rooms, vent shafts, electrical risers, wet columns and other locations shown on drawings shall be built on the structural slab and carry up to the underside of the floor arch or slab above and wedged tightly against same.

(b) Tile shall be set plumb and true to line in regular bond. All intersections and corners shall be bonded.

(c) Tile shall be set tightly against inside of bucks and all voids slushed full. Brick anchors shall be built into joints.

(d) Set tile in full bed of mortar not over 1/2" thick and butter fully all vertical joints on walls and webs.

(e) Provide and set 2" long-#14 ga. galvanized iron Anchorite, dovetail furring anchors in every other course of 2" furring tile. Dovetail slots spaced 16" o.c. will be provided by others.

(f) Provide and set 12" long #14 ga. galvanized "Anchorite" dovetail hollow tile anchors in every other course of partition tile where same joins concrete columns Dovetail slots will be provided by others.

7-14 - LAYING BRICK

(a) All brick shall be drenched with water, allowed to drain and be damp when laid. Each brick shall be shoved into a full mortar bed and all joints filled, leaving no voids. Every sixth course shall be a full-brick or overlapping header course extending through the wall. Exposed face joints shall be neatly struck. Brick surfaces indicated to be plastered shall have raked joints to form a bond for the plaster.

(b) Brick work shall be plumb, true to line courses level and joints of uniform width.

7-15 - SETTING CERAMIC GLAZED BLOCK

(a) Setting: Preparation: Surfaces to receive ceramic glazed block shall be thoroughly wet with clean water immediately before setting units. Units shall be soaked at least one hour in clean water, and must be set within five minutes after removal from water.

Before starting installation, Mason Contractor shall lay out work to avoid making small unnecessary cuts and shall refer to Manufacturer's catalog for correct method of setting. Units shall be set by Masons thoroughly familiar with the setting of glazed block.

7-15 - SETTING CERAMIC GLAZED BLOCK (Continued)

(b) Installation: Blocks shall be completely backed with setting mortar and set in a full mortar bed. Mechanical ties or anchors shall be installed as directed by the Architect. All units shall be set according to the details shown in the Manufacturer's catalog.

(c) Joints: All joints shall be approximately 1/4" wide. Pointing shall be tooled to a smooth finish having a slight cove and color as directed by the Architect. Pointing shall be done as work progresses.

(d) Cuts: Cutting shall be done at the job by the Mason Contractor with a motor-driven saw.

(e) Cleaning: Upon completion of the work, the Mason Contractor shall remove from the premises all unused materials, rubbish, etc., that have accumulated as a result of his work. All surfaces shall be carefully cleaned with a fibre brush, clean water and soap powder.

ROOFING AND SHEET METAL

SECTION VIII

8-01 - APPLICATION OF THE INSTRUCTIONS TO BIDDERS AND GENERAL CONDITIONS

(a) All of the work described herein is subject to the foregoing "Instructions to Bidders", "General Conditions" and "General Conditions (Supplementary)" which become a part of this specification and all work shall be carried on in accordance therewith.

8-02 - APPROVED OTHERS

(a) Where the specifications call for an article or material by name or manufacturer or by description, the character and quality desired are thus indicated. Where a certain manufacturer or vendor may make several grades and sizes of a desired article, it will be interpreted to mean that the article approved is that coming nearest the description and of no lesser size or capacity than stated in the description. The conditions governing approvals and the time limit for submission of written requests for approvals are stated in the "General Conditions (Supplementary)" article entitled "Approved Others", to which this Contractor must refer if substitution is desired.

8-03 - SCOPE

(a) This Contractor shall furnish all labor and materials to complete all roofing and sheet metal work shown on the drawings or herein specified.

8-04 - BUILT-UP ROOF

(a) Roof Deck Preparation: Concrete slab shall be dry, and free from all rough spots and sharp projections. Surface shall be swept clean. All inclined surfaces shall be properly graded to outlets. Roof drains, metal aprons, collars and sleeves for vent pipes shall be in place ready for Roofing Contractor to attach to his work.

A cant strip shall be provided in all angles.

(b) Materials: All material shall be delivered in original packages bearing Manufacturer's label.

Summary of Weights - per 100 square feet:

1 Coat Concrete Primer.........................	10 lbs.
1 Layer 45# Asbestos Felt......................	45 "
3 Layers 15# Perforated Asbestos Felt..........	45 "
Mopped Solid with H.M.P. Viskalt Asphalt......	120 "
Finish Coat with Hot Asphalt...................	25 "
	245 "

(c) Application

1. Primer - To the concrete deck, apply one coat of Concrete Primer, using one gallon per 100 square feet, and allow to

8-04 - BUILT-UP ROOF (Continued)

set until dry. This coat shall extend up all vertical walls 3" above reglet line.

2. Deck - Mop the concrete deck solid using 30 lbs. of hot asphalt per 100 sq. ft.; and while hot, embed one layer of 45# Asbestos Felt lapping joints 2" and thoroughly sealing with asphalt. Apply 3 layers of 15# Perforated Asbestos Felt shingle fashion, solid mopped between each layer and solid mopped to 45# base sheet. Mop all turned-up edges of Felt to parapet walls at least 6" above roof line. Felts shall fit around vents and outlets, and be sealed with Plastic Cement.

3. Vents - All vent flashings shall be set in hot Asphalt on first layer of Felt. The flanges shall be sealed with a 4" strip of Saturated Fabric mopped solid.

4. Reinforcing Strip - A reinforcing strip of 15# Asbestos Felt 12" wide shall be applied in all angles mopped solid over Felts.

5. Flashing - Seal all turned-up edges of Felt to parapet walls with a 6" strip of Saturated Fabric mopped solid.

6. Asphalt - Asphalt shall be applied at an average temperature of 375° to 400° F.

7. Finish Coating - Finish the entire roof surface with 25# of hot asphalt.

8-05 - SHEET METAL WORK

(a) Materials:

1. All sheet metal work shall be 16 oz. soft copper unless specified otherwise. Crimped copper shall be used for base flashing.

2. Solder shall conform to Standard Specifications of the A.S.T.M., B 32, latest edition.

3. Nails, rivets, screws and similar fastenings shall be of the best grade hard copper or copper alloy.

4. Pointing compound shall be the same as specified for use under "Masonry Work".

(b) Flashing:

1. The exposed edges of all flashings shall be doubled back 1/2" in such a manner as to conceal them from view and provide stiffness.

8-05 - SHEET METAL WORK (Continued)

2. Cap flashing shall turn down over base flashing not less than 4" and shall have the bottom edges turned back 1/2".

3. Where wall surfaces are indicated to be flashed, standing seams 1" high shall be provided. All cross seams shall be flat. Vertical seams shall not occur between standing seams. All standing seam work shall be fastened to the wall surface with cleats nailed with copper nails to wood strips set in the concrete by the General Contractor. Sheet Metal Contractor shall furnish the General Contractor with the location of all required nailing strips.

4. All through wall flashing shall be "Anaconda" or "Cheney" Type #8. Place in wall with mortar below and on top of flashing so that mechanical bond is obtained. Corner flashing shall consist of one piece units. Flashing shall be furnished and installed in accordance with the manufacturer's specifications.

(c) Box for Corner Stone:

1. Provide box of size and shape shown on drawings.

(d) Damp Course Flashing:

1. Damp course flashing under granite base course shall extend down 4" over the waterproofing and be turned up back of stonework 4" and lapped 4" at joints. Surfaces receiving damp course to be given a trowel coat plastic cement and sheet completely embedded in the coating.

2. Flashing shall be 3 oz. Copper Skin - Sisalkraft or Wasco Copper-Fabric.

(e) Scuttles:

1. Sheets shall be laid with flat seams soldered and shall be carried over edges of scuttle to underside where they shall be secured with nails 1½" apart.

(f) Ventilators:

1. Ventilators shall be Forbes Syphonaire complete with base. Base to be designed so that overall heighth of curb and ventilator is not higher than parapet walls.

2. Ventilators shall be secured to concrete curbs furnished by others.

(g) Skylights:

1. Skylights shall be double pitch "Aluminex" construction as manufactured by the J. Royden Estey & Sons, Los Angeles 32, California.

8-05 - SHEET METAL WORK (Continued)

2. Glass shall be 1/4" ribbed wire glass.

3. Skylight shall be anchored to angle iron curb supplied by others.

4. Base flashing shall be aluminum. Contact surfaces between aluminum and iron curbing to be protected with a heavy coat of asphalt paint.

5. Provide 8" aluminum ventilators in each end of skylights.

(h) Fresh Air Intake and Exhaust Ventilators:

1. To be constructed as shown on drawings with angle iron base.

2. Angle iron curb will be supplied by others.

3. Contact surfaces between copper ventilator and angle iron curb to be protected with a heavy coating of asphalt paint.

(i) Cleaning:

1. All copper work, when finished, shall be thoroughly cleaned of all flux, scraps and dirt. After cleaning the copper shall be washed off with clear water.

MISCELLANEOUS IRON, ORNAMENTAL METAL & METAL SPECIALTIES

SECTION IX

9-01 - APPLICATION OF THE INSTRUCTIONS TO BIDDERS AND GENERAL CONDITIONS

(a) All of the work described herein is subject to the foregoing "Instructions to Bidders", "General Conditions" and "General Conditions (Supplementary)" which become a part of this specification and all work shall be carried on in accordance therewith.

9-02 - APPROVED OTHERS

(a) Where the specifications call for an article or material by name or manufacturer or by description, the character and quality desired are thus indicated. Where a certain manufacturer or vendor may make several grades and sizes of a desired article, it will be interpreted to mean that the article approved is that coming nearest the description and of no lesser size or capacity than stated in the description. The conditions governing approvals and the time limit for submission of written requests for approvals are stated in the "General Conditions (Supplementary)" article entitled "Approved Others", to which this Contractor must refer if substitution is desired.

9-03 - SCOPE

(a) This Contractor shall furnish, and install complete, all miscellaneous iron, ornamental metal and metal specialties shown on the drawings or herein specified.

9-04 - SHOP DRAWINGS

(a) Furnish complete shop drawings for all metal work for Architect's approval before any work is executed.

9-05 - MATERIALS

(a) Cast iron shall be made of soft gray iron.

(b) Wrought iron shall be best quality, tough, homogeneous, ductile forge iron.

(c) Structural steel shall conform to the Standard Specifications of the A.S.T.M., "Structural Steel for Buildings" A-9, latest edition.

(d) Aluminum shall be manufactured according to the formula that will produce a metal of the necessary tensile strength, hardness and ductility to satisfy the requirements of the particular items in question.

(e) Bronze - best grade commercial stock.

9-06 - SAFETY TREADS (Cement Stairs)

(a) Wooster "Type 101" or Mason "Style M" abrasive iron-3" wide, 6" less than full width of tread. Cross hatched surface. Complete with anchors.

9-07 - MANHOLE COVERS AND FRAMES

(a) Manhole covers and frames shall be 24" diameter stock pattern, medium weight, with ventilated covers.

9-08 - LADDER RUNGS

(a) Ladder rungs shall be 3/4" round bars with a horizontal length of 16" arranged to set 4" from wall and extend 4" into concrete with ends turned out 1" for anchorage. Rungs to be galvanized after bending.

9-09 - LADDERS

(a) Ladders shall have strings of 2" x 3/8" spaced 16" apart with rungs of 3/4" diameter round bars spaced 14" o.c. shouldered and riveted to strings.

(b) Strings to set 6" clear of wall face unless shown otherwise and secured to wall with iron brackets of the same size as strings with ends bent to form lugs. The lug shall abutt the face of the wall and be bolted to wall with 5/8" expansion bolts.

9-10 - ELEVATOR SILL ANCHORS

(a) Provide 6" x 6" x 1/2" angles with 2" x 1/4" strap anchors spaced 18" o.c. full width of elevator shaft at each floor for anchorage of elevator door sills.

9-11 - PIPE RAILINGS

(a) Pipe railings and standards shall be made of 1½" I.D. standard weight wrought iron pipe with flush type fittings or welded construction. All railings shall be smooth to the hand.

(b) Uprights to be set in pipe sockets previously set in concrete and caulked with molten lead. Pipe sockets to be 8" long.

(c) Provide removable section where shown in penthouse with sliding gate at ladder.

9-12 - STEEL LINTELS

(a) Channel iron lintels shall be provided for all door openings 3'-2" and wider. Lintels shall be equal in width to the thickness of the tile wall and have a minimum bearing of 6" at each end on masonry wall.

(b) Where openings are so close to columns that there is insufficient bearing for lintels, provide angle clip on face of column and bolt lintel to clip angle.

(c) See drawings for miscellaneous lintels.

9-13 - METAL CURBS AND FRAMES

(a) Provide angle iron curbs for skylights, vent openings and removable slab over transformer vault.

(b) Provide channel iron frames around openings for heating ducts in vestibules and corridors as shown on details.

9-14 - PIPE HANDRAILS

(a) Provide 1½" I.D. standard weight wrought iron pipe handrails where shown on drawings. Ends shall be finished with a plain stock cap.

(b) Handrails shall be supported on cast or wrought iron brackets spaced not over 6'-0" o.c. anchored to the concrete wall with expansion bolts.

9-15 - FLAGPOLE SUPPORT

(a) Furnish all iron-work for flagpole support as shown on drawings. Support to be made so that pole can be pivoted for lowering to roof. All metal to be galvanized after fabrication.

9-16 - FLAGPOLE FITTINGS

(a) American Flagpole Equipment Co. track No. 9.

(b) 16 oz. 8" diameter seamless copper ball thoroughly gilded with xx gold leaf supported 10" from truck by a 1/2" galvanized iron spindle.

(c) No. 9 waterproof braided cotton halyard equipped with bronze snap hooks.

(d) 9" galvanized cleat with galvanized lag screws for securing to pole.

9-17 - COLLAPSIBLE BRONZE GATES (Rooms 13 & 20)

(a) Construct of wrought bronze - full height of opening. Gate to extend back into metal pockets constructed of #18 ga. furniture steel substantially reinforced and properly connected to adjoining bronze, so that no part of the lining is exposed. Opening to be surrounded by simple bronze frame. Gate constructed of 1" x 3/8" bronze channels spaced 5" o.c. with separators at pivot points. Truss work 3 rows of 7/8" x 3/16" flat bronze bars. Gate to be hung on overhead steel track with roller bearing hangers. Provide cylinder lock at jambs.

9-18 - THRESHOLDS

(a) Interior thresholds - 4" wide -fluted brass. Secured to floor with expansion metal anchors at each end and intermediate points 12" o.c.

9-18 - THRESHOLDS (Continued)

(b) Penthouse door "Wooster" type 112 - Ferrogrit plain surface.

9-19 - TRANSFORMER VAULT VENT SCREENS

(a) Screen openings with 1" mesh #8 gage bronze wire screen mounted in a 1½" x 3/4" bronze channel frame anchored to granite with expansion bolts.

9-20 - HEATING GRILLES

(a) Front, rear entrance lobbies--bronze as detailed. Oil rubbed finish.

9-21 - CABLE EYELETS

(a) Provide bronze plugs and pipes for lifting cables in removable slab over transformer vault as shown on Sh. A -16.

9-22 - DIRECTORY BOARD

(a) Standard type as manufactured by the Tablet and Ticket Co.

(b) Frame - Extruded Bronze - Type A.

(c) Directory Board shall be furnished complete with backing for name strips - 1/4" plate glass front and metal clips for mounting on face of wall.

9-23 - MAIL BOX

(a) Mail Box - Cutler design - #4740, or Capitol #405. Cast bronze. Oil rubbed finish.

(b) Work to be done in strict accordance with the Regulations of the Post Office Department.

9-24 - TRENCH & PIT COVERS & FRAMES

(a) Construct with angle iron frame fitted with anchors to set in concrete. Cover 1/4" thick checkered floor plate provided with flush ring lifting device. Size to be as shown on plans.

9-25 - DRIVE SUMP GRATING

(a) Provide extra heavy cast iron grating and frame for sump at end of driveway. Frame to be equipped with anchors for securing to concrete.

9-26 - DOOR BUCK ANCHORS

(a) Provide 8 - 1" x 1/8" x 8" iron anchors for each wood door buck. Ends to be turned 2". Provide 2 hole in one leg for securing to buck with wood screws provided by others.

9-27 - MISCELLANEOUS BOLTS, ANCHORS

(a) Provide bolts for anchoring wooden curbs and wooden railings as shown on details.

9-28 - ELEVATOR MACHINE ROOM HATCHES

(a) Upper hatchway to be constructed with angle iron frame and provided with 1/4" checkered plate cover as shown.

(b) Lower hatch to be constructed with 3" x 3" x ¼" angle hung from concrete slab as shown. Cover to be a 3/16" level aluminum plate secured to angle frame with round head machine screws tapped into angle frame.

9- 29 - MAIN ENTRANCE-REAR ENTRANCES-VESTIBULE DOORS & FRAMES

(a) Openings to be furnished complete with extruded bronze frames, staff molds, thresholds and tempered glass doors.

(b) Thresholds shall have fluted tops and provided with the necessary cut-outs for floor hinges, door bolts and screw holes for anchorage. Thresholds to have 2 anchors at each end and intermediate anchors spaced approximately 15" o.c.

(c) Tempered glass doors shall be "Herculite" type "P" or approved equal complete with "Pittco" checking floor hinges, flush top and bottom bolts, cylinder lock, and push plates on both sides of door. Cylinder locks shall be keyed with the master lock system of the building.

(d) Steel bucks shall be provided for all bronze frames. They shall be reinforced and welded at corners and set true and plumb. Jambs shall be anchored to masonry and extend to bottom of concrete joist above opening, lower ends bolted to floor slab through angles.

(e) Screen at front entrance to be made from seamless bronze tubing properly reinforced and anchored to floor slab and concrete joist above ceiling.

(f) Tempered glass doors in vestibules shall be the same as specified for exterior openings except flush bolts and cylinder locks are not required.

(g) Fastenings shall be concealed where possible. Exposed fastenings shall be of bronze. Exposed screws generally shall have countersunk, oval or filister heads.

(h) All bronze work shall have an oiled rub finish.

9-30 - AREA GRATINGS

(a) Construct of 1 3/4" x 1/2" frame with welded corners, 1 1/2" x 1/4" slats spaced approximately 1 1/4" o.c. Support on wall of building with angle clip. Gratings to be in two sections. Galvanize all parts after fabrication.

9-31 - SIDEWALK DOOR

(a) Furnish and set standard 2-leaf, flush, checkered aluminum watertight sidewalk door with standard door frame and condensation gutter tapped for 3/4" pipe on Loading Platform. Doors to be equipped with bow strike plates.

9-32 - STEEL STAIRS

(a) Stringers, treads, risers, structural steel supports for landings, newels and railings as shown on drawings. All stringers and supports shall be designed to sustain a live load of 100# per sq. ft. of stairs.

(b) Stringers to be constructed of steel channels with steel angles at the bottom for the securing of metal lath.

(c) Risers to be 10 gauge plate.

(d) Intermediate landings and stair treads to be "Wooster" abrasive cast iron.

(e) Newels to be 3" x 3" seamless, drawn steel tubing with cast iron caps and bases.

(f) Provide steel clips on treads and landings for anchoring treads. Risers and treads to be secured to stringers with angles welded to each member.

(g) Main stair railing to be constructed of steel with rails and balusters of size and design shown. Top rail to be drilled and countersunk every 12" for fastening the hand rail with screws from underside. Wood hand rail furnished under "Carpentry".

(h) Rear stair railings to be 1 1/4" galvanized pipe with flush fittings. Pipe work secured to metal work to be fastened through flanged fittings with caps screws.

9-33 - BRONZE LETTERS

(a) Cast metal - 3" high. Flat face. Without separators. Oil rubbed finish. Letters to be furnished as follows - STAIRS - GENERAL INFORMATION - TRAVEL INFORMATION.

9-34 - MOVABLE STEEL PARTITIONS

(a) E. F. Hauserman Co. Type C-C and Type C-C Soundproof as shown on plans. Glazed soundproof partitions to have double glass.

(b) Hardware to be furnished and installed complete, and to be of the same manufacturer and style used in other sections of the building. See hardware specification for requirements.

(c) Partitions to have stock color finish with black base and plinths.

9-34 - MOVABLE STEEL PARTITIONS (Continued)

(d) Clear glass to be 1/4" polished plate.

(e) Obscure glass to be 1/4" Factrolite.

(f) Top fillers - double steel with packing.

(g) All partitions shall be constructed and installed in accordance with the manufacturer's standard specifications.

9-35 - PAINTING

(a) All iron and steel work, not galvanized shall be thoroughly cleaned and given a shop coat of red lead and oil.

BRONZE WINDOWS & SPANDRELS

SECTION X

10-01 - APPLICATION OF THE INSTRUCTIONS TO BIDDERS AND GENERAL CONDITIONS

(a) All of the work described herein is subject to the foregoing "Instructions to Bidders", "General Conditions" and "General Conditions (Supplementary)" which becomes a part of this specification and all work shall be carried on in accordance therewith.

10-02 - APPROVED OTHERS

(a) Where the specifications call for an article or material by name or manufacturer or by description, the character and quality desired are thus indicated. Where a certain manufacturer or vendor may make several grades and sizes of a desired article, it will be interpreted to mean that the article approved is that coming nearest the description and of no lesser size or capacity than stated in the description. The conditions governing approvals and the time limit for submission of written requests for approvals are stated in the "General Conditions (Supplementary)" article entitled "Approved by Others", to which this Contractor must refer if substitution is desired.

10-03 - SCOPE

(a) This Contractor shall furnish all labor and material to complete all exterior bronze windows and bronze spandrels shown on the drawings or herein specified.

10-04 - SHOP DRAWINGS

(a) Shop drawings showing construction, installation and other details shall be submitted for approval before fabrication.

10-05 - GLAZING

(a) Glass, glazing and exterior caulking will be furnished by others. This Contractor shall furnish and install all necessary mastic bedding required to insure a water tight installation.

10-06 - MATERIAL

(a) All parts of window frames and sash shall be solid bronze. All members shall be extruded. Moulded sections shall have clean sharp arrises, free from twists, bends or other imperfections.

(b) Weatherstripping shall be hard resilient bronze of the required thickness to resist movement from pressure exerted by wind at a velocity of 60 miles per hour.

(c) The window frames shall be provided with steel anchors for securing same to concrete walls. Anchors are to be galvanized after fabrication.

10-07 - CONSTRUCTION

(a) All joints, copes and mitres shall be precision machined and carefully fitted to create tight hair line joints. All holes, slots, etc., shall be accurately drilled to template and holes for machine screws carefully tapped.

(b) Stiles and rails at sash shall be assembled by welding or sweating together of corners, which shall first be heavily reinforced. Ample reinforcement shall be built into sash to receive the hardware.

(c) Scribe mould shall be coped or mitred at intersections and attached by oval headed screws approximately 20" o.c. and placed after inside reveals are finished.

(d) Jamb, head and sill members of window frames shall be designed to provide integrally formed pockets to receive and retain the metal weatherstripping in such a manner that no raw edges of same will be exposed. Weather stripping shall be so formed and positioned as to provide continuous lines of flexible but positively sealing contact between the frame and the glazed sash without in any way binding the sash when operated.

(e) All windows shall be so designed and constructed that the maximum infiltration shall not exceed 1/3 of 1 cu. ft. per minute per lineal foot of sash perimeter when subjected to an air pressure equivalent to 25 miles per hour.

(f) Sight lines shall be maintained throughout on inside and outside of sash except on vertical muntin of transom and hopper. All glass shall be kept in the same plane.

10-08 - HARDWARE

(a) Casements shall be equipped with 3 heavy wrought bronze butts and locking handle with beveled strike on keeper and two bronze sliding sash adjusters.

(b) Vents shall be equipped with 1 pair of heavy wrought bronze butts, two friction stays and 1 special locking device.

10-09 - SPANDRELS

(a) Construct spandrels of extruded and sheet bronze so as to produce the design indicated on the drawings. Ornament indicated shall be etched into the facing. Spandrels shall be equipped with galvanized steel reinforcement adequate to hold the surfaces in alignment and steel anchors for securing to building construction. Spandrels and window frames are to be so designed to properly overlap the other and be watertight.

10-10 - PROTECTION

(a) Before shipment, this Contractor shall apply a protective solution to all exposed surfaces of the sash and spandrels in order to protect the metal from plaster, etc.

10-11 - FINISH

(a) Sash and spandrels shall have an oxidized finish to match sample in the Architect's office.

10-12 - SETTING

(a) After exterior marble is in place, the windows and spandrels are to be installed. Frames and spandrels are to be firmly anchored, set plumb, straight, square and level. Ventilators and sash shall be carefully adjusted before glazing.

(b) After glazier-plasterer, etc. have completed their work, the protection coating shall be removed and the sash carefully inspected and adjusted to insure efficient operation of all hardware and movable sash.

METAL TOILET COMPARTMENTS

SECTION XI

11-01 - APPLICATION OF THE INSTRUCTIONS TO BIDDERS AND GENERAL CONDITIONS

(a) All of the work described herein is subject to the foregoing "Instructions to Bidders", "General Conditions" and "General Conditions (Supplementary)" which become a part of this specification and all work shall be carried on in accordance therewith.

11-02 - APPROVED OTHERS

(a) Where the specifications call for an article or material by name or manufacturer or by description, the character and quality desired are thus indicated. Where a certain manufacturer or vendor may make several grades and sizes of a desired article, it will be interpreted to mean that the article approved is that coming nearest the description and of no lesser size or capacity than stated in the description. The conditions governing approvals and the time limit for submission of written requests for approvals are stated in the "General Conditions (Supplementary)" article entitled "Approved Others", to which this Contractor must refer if substitution is desired.

11-03 - SCOPE

(a) This Contractor shall furnish all labor and material to complete and erect ceiling-hung flush construction metal toilet compartments, and urinal shields.

11-04 - SHOP DRAWINGS

(a) Furnish complete shop drawings for Architect's approval before any work is executed.

11-05 - MATERIALS

(a) All steel parts shall be BONDERIZED GALVANIZED, extra smooth finish. Partition panels 20 ga., doors 22 ga., and stiles 16 ga. Panel and door edge moldings 20 ga., and for stiles 18 ga. Cores shall be laminated, corrugated fiber board approximately 1 in. thick for partition and door panels and 1¼ in. for stiles. Stile shoe fittings shall be brass chromium plated, 3 in. high, other fittings steel enameled to match partitions, all adjustable to variations in ceilings and walls.

11-06 - WORKMANSHIP

(a) Partitions, doors and stiles shall be flush construction with fiber board cores cemented under pressure to inner metal surfaces. Edges interlocked under tension with drawn moldings welded at corners. Dividing partitions shall be anchored to stiles with a tension grip, by three concealed hooks.

11-07 - FINISH

(a) All material shall be given one coat of rust resisting primer baked on, followed by two separately baked coats of high-baked synthetic enamel. Solid color as approved.

11-08 - HARDWARE

Bottoms of doors and stiles shall line up, with no hardware parts extending below bottom line. Doors shall be hung on Weis gravity hinges with stainless steel working parts, and the upper hinge shall be mounted in a recess in the edge of the door. Doors shall be fitted with combination keeper and bumper, heavy throw latch, and coat hook with rubber tipped bumper. All hardware, except stainless steel working parts of hinge, shall be brass chromium plated.

HOLLOW METAL WORK

SECTION XII

12-01 - APPLICATION OF THE INSTRUCTIONS TO BIDDERS AND GENERAL CONDITIONS

(a) All of the work described herein is subject to the foregoing "Instructions to Bidders", "General Conditions" and "General Conditions (Supplementary)" which become a part of this specification and all work shall be carried on in accordance therewith.

12-02 - APPROVED OTHERS

(a) Where the specifications call for an article or material by name or manufacturer or by description, the character and quality desired are thus indicated. Where a certain manufacturer or vendor may make several grades and sizes of a desired article, it will be interpreted to mean that the article approved is that coming nearest the description and of no lesser size or capacity than stated in the description. The conditions governing approvals and the time limit for submission of written requests for approvals are stated in the "General Conditions (Supplementary)" article entitled "Approved Others", to which this Contractor must refer if substitution is desired.

12-03 - SCOPE

(a) This Contractor shall furnish all labor and materials to complete all hollow metal work shown on drawings or herein specified.

12-04 - WORK BY OTHERS

(a) Glass and glazing.

(b) Threshold.

12-05 - SHOP DRAWINGS

(a) Furnish complete shop drawings for Architect's approval before any work is executed.

12-06 - MATERIALS

(a) Doors and finished frames, shall be constructed of best grade furniture steel of U. S. Standard Gauges specified.

12-07 - WORKMANSHIP

(a) All work shall be executed according to the best practice and quality of steel cabinet workmanship. All finished work shall be smooth and free from warps and buckles. All miters and moldings shall be well formed and in true alignment. All exposed welded joints shall be smooth, no weld marks to show where finished.

12-08 - DOORS

(a) Doors, except as noted otherwise on "Door Schedule" shall be solid flush design both sides, 1-3/4" thick, made of two formed plates of No. 18 gage steel rigidly connected and reinforced inside with continuous interlocking members spaced on 6" maximum centers. Sound deadening material shall be placed between reinforcement. Exterior doors shall be made of steel with a coat of rust preventative.

12-09 - FRAMES

(a) Rough Bucks - No. 14 gage steel provided with wall anchors spaced 2 ft. on center and angle knees on side members for fastening to floor.

Cabinet Jambs - No. 18 gage steel.

Jambs to be mortised and reinforced for hardware.

12-10 - CASINGS

(a) Casings shall be stock design, No. 18 gage steel secured to frames by concealed clips, except as shown.

12-11 - PLINTHS

(a) Casings shall stop on top of No. 18 Gage Metal plinths furnished with concealed fastenings.

12-12 - HARDWARE

(a) Finished hardware will be furnished by others. Hardware Contractor will deliver prepaid to the Contractor all templates and finished hardware required by him. This Contractor shall prepare all material at the factory for hardware application and shall apply at the factory all finished hardware not interfering with crating or shipping. All other hardware shall be delivered to the building by the Hardware Contractor and applied by the Door Erector.

12-13 - FINISHES

(a) All inside surfaces shall be thoroughly cleaned and coated with rust-inhibiting paint before fabrication. Exposed surfaces shall have all oil, dirt and other impurities removed and be thoroughly sanded and cleaned. The exposed surfaces of doors, trim and frames shall receive sufficient coats of mineral filler, having each coat baked on and sanded to insure a smooth surface. Follow filler coats with coat of grey primer, baked on and sanded smooth. Over prime coat apply two coats of plain enamel finish as selected. First coat to be baked on and sanded. Final coat to be baked and then rubbed down with pumice and crude oil to an eggshell gloss.

(b) All doors to fire stairs and facing corridors shall have a grained finish to match oak doors.

12-14 - SHOP COAT

(a) All structural steel and rough bucks shall have one shop coat of black paint.

12-15 - FACTORY FINISH

(a) All material with a factory baked enamel finish shall be protected against damage to painted surfaces during transit, erection and completion of adjacent builder's work.

LATHING & PLASTERING

SECTION XIII

13-01 - APPLICATION OF THE INSTRUCTIONS TO BIDDERS AND GENERAL CONDITIONS

(a) All of the work described herein is subject to the foregoing "Instructions to Bidders", "General Conditions" and "General Conditions (Supplementary)" which becomes a part of this specification and all work shall be carried on in accordance therewith.

13-02 - APPROVED OTHERS

(a) Where the specifications call for an article or material by name or manufacturer or by description, the character and quality desired are thus indicated. Where a certain manufacturer or vendor may make several grades and sizes of a desired article, it will be interpreted to mean that the article approved is that coming nearest the description and of no lesser size or capacity than stated in the description. The conditions governing approvals and the time limit for submission of written requests for approvals are stated in the "General Conditions (Supplementary)" article entitled "Approved Others", to which this Contractor must refer if substitution is desired.

13-03 - SCOPE

(a) This Contractor shall furnish all labor and materials to complete lathing and plastering shown on the drawings and "Schedule of Finishes" or herein specified. All ceilings shall be installed and plastered before partitions are erected and plastered. Toilets and ventshaft partitions only are to extend through ceiling to slab above. No plaster is required back of marble wainscote. Plastering on masonry or concrete shall be two-coat work and plastering on metal lath three coat work. This Contractor to set all plaster rings for recessed lighting fixtures. Plaster ring will be furnished by others.

13-04 - MATERIALS

(a) Materials for plastering shall conform to the following specifications of the A.S.T.M.:

Lime	- C 206	Latest Edition
Gypsum Plaster	- C 28	" "
Keene's Cement	- C 61	" "
Molding Plaster	- C 59	" "
Gypsum Lath	- C 37	" "
Portland Cement	- C 9	" "

(b) Plaster Aggregate - Perlite (distributed by Dant & Russell, Inc. Portland, Oregon.)

(c) Water shall be clean, potable water.

(d) Metal Lath - Zinc coated or dip-painted after fabrication. Expanded metal lath - 24 ga. weighing 3.4# per sq. yd.

13-04 - MATERIALS (Continued)

(e) Corner Beads - (Walls) Milcor #1--2 5/8" expanded metal wing. 26 ga. galvanized steel.
(Windows) Milcor #10--2 7/8" expanded metal wing. 26 ga. galvanized steel.

(f) Hangers - #8 ga. galvanized, soft annealed wire.

(g) Carrying Channels - 1½" hot or cold rolled steel.

(h) Furring Channels - 3/4" hot or cold rolled steel.

(i) Tie Wire - 18# ga. galvanized, soft annealed wire.

(j) Access Doors - Milcor - Style "K". Size as shown on plans.

(k) Base Ground - Milcor #3, 26 ga. galvanized sheet steel.

(l) All manufactured materials shall be delivered in the original packages bearing the name of the manufacturer and the brand.

(m) All cementituous material must be kept dry until ready for use, kept off the ground and under cover.

13-05 - METAL LATHING AND FURRING

(a) Hung ceilings to be supported by No. 8 wire hangers looped and imbedded 2" in concrete or secured to "Anchorite" drive-inserts installed in bottom of joist, and spaced not over 4'-0" o.c. in either direction. Attach to hangers 1½" channels and secure across these 3/4" channels 12" o.c. Secure lath to channels with #18 gauge wire at 6" intervals carrying sheets down 6" onto exterior walls and other permanent partitions such as stair halls and toilet rooms.

(b) Exterior walls to be furred with 3/4" channel studs spaced 12" o.c. vertically. Attach channels to 3/4" horizontal furring spaced 4'-0" o.c. with upper and lower channels not more than 6" from floor and ceiling respectively and not more than 1/4" from face of wall. Horizontal furring to be attached to walls with nails driven into concrete or other approved methods. Space nails 2'-0" o.c. horizontally. Secure horizontal furring to nails with 3 strands of No. 18 wire. Saddle tie vertical members to horizontal members with 3 loops of No. 18 wire at each crossing and securely anchor to floor and ceiling construction.

Wall lathing to start one framing member away from corner and bent into corner and carried onto the abutting wall. Wire lath to metal supports at intervals of 6" with #18 gage wire.

All plastered corners, both horizontal and vertical to be protected with corner beads. Corner beads to be substantially secured, accurately set plumb, true and straight.

13-05 - METAL LATHING AND FURRING (Continued)

(c) Strips of metal lath shall be tacked to jamb and head members of all wood door bucks. Lath shall extend over masonry a minimum of 2". All metal lintels over doors and other openings shall be covered in a similar manner.

13-06 - PLASTERING

(a) Base Coat Proportions:

1. First coat (on metal lath) - 1½ sacks Gypsum neat fibered plaster - 1 sack "Perlite".
2. First Coat (on masonry) - 1 sack Gypsum neat fibered plaster - 1 sack "Perlite".
3. First Coat (on concrete) - Special Bond Plaster coat.
4. Second Coat (for all 3 coat work) Same as (2) above.

All measurements by volume.

(b) Finish Coat Proportions:

1. Sand Float Finish - 1/2 part Keene's Cement - 1 part lime putty - 1½ parts Del Monte white sand.
2. Trowel Finish - 3 parts of lime putty to 1 part gaging plaster, by volume.
3. Keene's Cement Finish - 1 part lime putty to 3 parts Keene's cement, by volume.

13-07 - MIXING

(a) Material that has partially set shall not be retempered or used. Frozen, caked or lumpy materials shall not be used. The mixer shall be cleaned of all set or hardened materials before materials for a new batch are loaded. Each batch shall be mixed separately.

13-08 - THICKNESS OF PLASTER by Carpenter.

(a) Grounds shall be installed so as to provide for the following thickness of plaster, from face of plaster base or channel iron to finished plaster surfaces:

Metal lath...............3/4" min.

Masonry.................5/8" min.

(b) Wood grounds will be furnished and installed by others.

13-08 - THICKNESS OF PLASTER (Continued)

(c) Screeds shall be run on all surfaces at such intervals as to establish the exact surface of the brown coat and serve as a guide for rodding wherever grounds for the finish surface are not available.

(d) Where acoustical tile ceiling is noted on "Schedule of Finishes" omit finish coat of plaster and float brown coat smooth and level.

13-09 - PREPARATION FOR PLASTERING

(a) Temperature and Ventilation: Plaster shall not be applied to surfaces that contain frost. A minimum temperature of 40° F. shall be maintained in the building for an adequate period prior to the application of the plaster, while plastering is being done, and until completely dry. If the maintenance of this minimum temperature requires the furnishing of heat, it shall be provided by the General Contractor. Adequate, properly regulated ventilation shall be provided. Precaution shall be taken against too rapid drying before set has occurred. As soon as the plaster has set free circulation of air shall be provided to avoid sweat-outs. After the plaster has set, heating shall be continued to insure as rapid drying as possible.

(b) Masonry surfaces on which suction must be reduced shall be properly wet down immediately before the plaster is applied.

(c) Monolithic concrete surfaces shall be cleaned of all dust, loose particles, and other foreign matter and plastered with special Bond plaster such as "Bond Crete" or equal.

(d) Surfaces shall be carefully examined before plaster is applied thereto, and the Architect notified of any and all unsatisfactory conditions. Plaster shall not be applied until such unsatisfactory conditions have been remedied.

13-10 - APPLICATION OF BASE COAT

(a) Two Coat Work: Base coat shall be applied with sufficient material and pressure to form a good bond on masonry and to cover well, and then be doubled back with the same mix to bring the plaster out to grounds. Straighten to true surface with rod and darby, and left rough ready to receive the finish coat.

(b) Three Coat Work: Scratch coat shall be applied with sufficient material and pressure to form good full keys on metal lath, to cover well, and then be scratched to rough surface.

Brown coat shall be applied after scratch coat has set firm and hard, brought out to grounds and straightened to a true surface with rod and darby, and left rough, ready to receive finish coat.

13-11 - APPLICATION OF FINISH COAT

(a) Gypsum-Lime Putty Trowel Finish: Apply over a base coat which has set and is surface dry, scratch in thoroughly, laid on well, doubled back and filled out to a true, even surface.

13-11 - APPLICATION OF FINISH COAT (Continued)

The thickness shall be from 1/16" to 1/8". The finish shall be allowed to draw a few minutes and then it shall be well troweled with water to a smooth finish, free from cat faces and other blemishes.

(b) Keene's Cement Finish: Apply over a thoroughly set base coat which is nearly but not quite dry, scratched in thoroughly, laid on well, doubled back, and filled out to a true, even surface. The thickness shall be from 1/16" to 1/8". Allow finish to draw a few minutes and then trowel well with water to a smooth finish, free from cat faces and other blemishes.

(c) Sand Float Finish: Apply over a thoroughly set base coat which is nearly but not quite dry, lay on with a trowel to an even surface, and then float to a true, even surface, free from slick spots and other blemishes.

13-12 - PATCHING

(a) This Contractor shall do all normal patching and troweling up following installation of plumbing, wiring, etc., by other trades. Excessive damage by other trades shall be repaired by the Plastering Contractor and paid for by the Contractor who caused the damage.

13-13 - CLEANING

(a) After completion of the plastering the Contractor shall remove all plaster rubbish, plaster droppings, scaffolding, etc., and leave the building broom clean.

ROUGH CARPENTRY

SECTION XIV

14-01 - APPLICATION OF THE INSTRUCTIONS TO BIDDERS AND GENERAL CONDITIONS

(a) All of the work described herein is subject to the foregoing "Instructions to Bidders", "General Conditions" and "General Conditions (Supplementary)" which becomes a part of this specification and all work shall be carried on in accordance therewith.

14-02 - APPROVED OTHERS

(a) Where the specifications call for an article or material by name or manufacturer or by description, the character and quality desired are thus indicated. Where a certain manufacturer or vendor may make several grades and sizes of a desired article, it will be interpreted to mean that the article approved is that coming nearest the description and of no lesser size or capacity than stated in the description. The conditions governing approvals and the time limit for submission of written requests for approvals are stated in the "General Conditions (Supplementary)" article entitled "Approved Others", to which this Contractor must refer if substitution is desired.

14-03 - SCOPE

(a) This Contractor shall furnish and install complete all rough carpentry work as shown on the drawings or herein specified.

14-04 - MATERIALS

(a) Door Bucks - Framing lumber, etc., No. 1 common Douglas fir - S4S.

(b) Curbs & Nailing Block buried in concrete - No. 1 common Douglas fir S4S - pressure treated.

14-05 - WORKMANSHIP

(a) Rough framing shall be done in a manner which will produce the full strength in the design and shape shown on the drawings.

(b) Pieces are to be well fitted and securely fastened together with spikes and nails which will extend at least three-fifths of the length into the supporting member.

14-06 - TEMPORARY ENCLOSURES

(a) See "General Conditions (Supplementary)".

14-07 - WOOD GROUNDS

(a) Grounds shall be brought to exact finish of plaster and to the back of other materials and secured firmly with nails driven into galvanized wall plugs furnished and set by this Contractor. Grounds shall be true to line, spaced accurately, plumb, straight, even, true to dimensions.

14-08 - WOOD BUCKS

(a) Wood bucks shall be provided for all wooden door openings. Bucks to be of 2" dressed stock. Bucks for doors 3'-2" wide and over will have channel lintels provided by others.

(b) Bucks shall be erected plumb and true, in line of exact location and rigid supported temporarily to ceiling.

(c) Bucks shall have 4 built-in jamb anchors on each side secured to frames with screws provided by this Contractor. Anchors will be furnished under "Miscellaneous Iron".

INTERIOR FINISHED CARPENTRY

SECTION XV

15-01 - APPLICATION OF THE INSTRUCTIONS TO BIDDERS AND GENERAL CONDITIONS

(a) All of the work described herein is subject to the foregoing "Instructions to Bidders", "General Conditions" and "General Conditions (Supplementary)" which becomes a part of this specification and all work shall be carried on in accordance therewith.

15-02 - APPROVED OTHERS

(a) Where the specifications call for an article or material by name or manufacturer or by description, the character and quality desired are thus indicated. Where a certain manufacturer or vendor may make several grades and sizes of a desired article, it will be interpreted to mean that the article approved is that coming nearest the description and of no lesser size or capacity than stated in the description. The conditions governing approvals and the time limit for submission of written requests for approvals are stated in the "General Conditions (Supplementary)" article entitled "Approved Others", to which this Contractor must refer if substitution is desired.

15-03 - SCOPE

(a) This Contractor shall furnish and install complete all interior finished carpentry work, as shown on the drawings, or herein specified.

15-04 - MATERIALS

(a) Oak - Trim, Mouldings, Cabinet and Counter Shelving - Drawers and all solid work; first and seconds plain red oak. All veneered work; clear, rift sawn red oak.

(b) Fir - B and Better V.G. (except flagpole).

15-05 - SEASONING

(a) All lumber shall be kiln-dried to 7% moisture content. Veneers shall be redried before laying, to a 5% moisture content.

15-06 - PROTECTION

(a) Lumber shall be protected and kept under cover, both in transit and at the job site.

(b) Material shall not be delivered unduly long before it is required for the proper conduct of the work.

(c) Lumber shall not be stored within the structure during the process of plastering, or until plaster is reasonably dry.

15-07 - WORKMANSHIP AND ASSEMBLY

(a) Work shall be assembled at the mill, insofar as practical, and delivered ready for erection. When it is necessary to cut and fit on the job, the material shall be made with ample allowance for cutting.

1. Work shall be made in accord with measurements taken at the job.

(b) Moldings shall be true to details, cleanly cut, and sharp.

(c) Exposed surfaces shall be machine sanded to an even, smooth, surface, ready for finish.

(d) Mill assemblies shall be joined with concealed nails and screws where practical.

1. Exposed nails shall be countersunk.

2. Glue shall be waterproof glue of the best quality.

(e) Scribing, mitering, and joining shall be done accurately and neatly, to conform to details.

(f) Casings shall be mitered at the mill and shall be secured against separating by means of hardwood splines or approved patent metal fasteners. Door casings shall be in single lengths.

(g) Intersecting molds at in-corners shall be neatly coped and not mitered.

(h) Paneling shall be constructed so as to allow for free movement of the panels.

(i) Flat members of trim shall be backed out to prevent warping.

15-08 - CABINET WORK

(a) Wood for cabinet work shall be without defects in any exposed part. Slightly sound defects that do not effect appearance, strength, or durability may be permitted in cabinet backs and under side of shelves.

(b) Face material shall be closely matched.

(c) Small moldings shall be self-returned at corners - not mitered.

(d) Cabinet faces and doors shall be flush construction.

(e) Drawer backs and faces shall be dovetailed.

(f) The designation "cabinet work" means that this work shall be specially and carefully constructed and finished by expert cabinet makers and shall have as much hand work done thereon as may be required to secure perfect results.

15-09 - DOORS

(a) All wood doors shall be of oak, flush type, of size and thickness shown on "Door Schedule". Cores shall be of white pine or cedar not over 2" wide, staved construction throughout and shall be cross banded before the veneers are applied. The cores shall have stiles, top and bottom rails and at least two cross rails, framed together with dowels or tenons. Cores between rails and stiles shall be tongued and/or doweled to the rails and stiles.

(b) Face veneers, shall be sawn, not rotary cut or sliced and shall be approximately 1/8" thick. Veneers shall be as wide and as long as can be obtained and shall be carefully matched and joined together.

(c) Flush doors shall be constructed by the most modern methods to insure true surfaced - non-warping doors.

(d) Glazed doors shall be provided with molded glass stops, one side of which shall be removable for glazing.

(e) The finished faces of doors shall be carefully sanded.

(f) Louver doors shall be flush type with louver panel of 1/4" slats set at 45° and lapping. Slats and stiles shall be mortised and tenoned together.

(g) Doors shall have edge veneers 3/4" thick.

(h) Cabinet and counter doors shall be flush 5 ply veneered 3/4" thick with hardwood edge strip on exposed edges. All exposed faces of doors shall be oak.

(i) Sliding door shall be furnished complete with rubbing strips, etc., as shown on drawings. Hardware will be furnished by others.

(j) Soundproof Doors: As manufactured by the Hardwood Products Corp., Neenah, Wisconsin. Riverbank No. 35 Flush Construction complete with jambs. Wood to be similar to other interior doors. See Door Schedule for size.

(k) Doors to rooms #32-34 & 49 to be equipped with metal lightproof louvre.

15-10 - FRAMES FOR INTERIOR DOORS

(a) Frames shall be worked from 1-5/8" solid oak stock or with applied stops rebated into jamb and secured with metal cups and screws.

(b) Frames shall be double rebated 1/2" by 1/8" more than the thickness of the door.

(c) Frames heads shall be housed into jambs.

15-11 - INTERIOR TRIM

(a) Trim shall be assembled at mill.

(b) Mitered corners of trim shall be secured by means of hardwood splines, metal rings or approved connectors and glued.

(c) Trim shall be erected plumb, square, and true with even margins on frames of 3/8".

15-12 - CLOSETS

(a) Provide 1" x 12" V.G. fir shelf supported on 1" x 6" V.G. fir hook strip and 1-1/16" oak or birch pole in all closets and coat rooms where noted on plans.

15-13 - COUNTERS - CUPBOARDS

(a) Cupboards and counters shall be made in accord with details.

(b) Counter tops unless shown otherwise shall be made from 3/4" fir plywood veneered on top and exposed edges with 1/16" thick black Micarta.

(c) Counter faces shall be 5 ply, flush construction, 1" thick faced with oak veneer.

(d) Doors shall be 3/4" thick flush construction as hereinbefore specified.

(e) Sliding doors shall be mounted on Knape & Vogt Mfg. Co. sliding door hardware - Sheaves No. 429 Track No. 461, Flush pull No. 817-X Bronze finish to match hardware. Furnished and installed by millwork Contractor.

(f) Shelves shall be 3/4" oak.

15-14 - FLAGPOLE

(a) Flagpole to be of height shown on drawings, made from fresh cut, live, fine grained, old growth Red Douglas Fir. It shall be free from large, loose or unsound knots, pitch rings or pitch cheeks, stain, rot or any other defects that may impair its strength.

(b) Flagpole shall have 7" square base tapered into an octagon of 3½" diameter at top.

(c) Flagpole shall be thoroughly sanded and painted 3 coats of lead and oil.

15-15 - INSTALLATION

(a) Finished work shall be erected plumb, true, square, and in accord with the drawings.

(b) Work assembled on the job shall be erected in accord with "Workmanship and Assembly" as heretofore specified.

15-15 - INSTALLATION (Continued)

(c) Drill holes in hardwood for nails.

(d) Finished work shall be blind nailed insofar as possible, and surface nails shall be set.

(e) All counters shall be secured to floor construction with expansion bolts of the proper size to hold work rigid, level and true.

15-16 - HARDWARE

(a) Hardware shall be installed in accord with the manufacturer's directions so that it operates easily, quietly and properly.

GLASS AND GLAZING

SECTION XVI

16-01 - APPLICATION OF THE INSTRUCTIONS TO BIDDERS AND GENERAL CONDITIONS

(a) All of the work described herein is subject to the foregoing "Instructions to Bidders", "General Conditions" and "General Conditions (Supplementary)" which become a part of this specification and all work shall be carried on in accordance therewith.

16-02 - APPROVED OTHERS

(a) Where the specifications call for an article or material by name or manufacturer or by description, the character and quality desired are thus indicated. Where a certain manufacturer or vendor may make several grades and sizes of a desired article, it will be interpreted to mean that the article approved is that coming nearest the description and of no lesser size or capacity than stated in the description. The conditions governing approvals and the time limit for submission of written requests for approvals are stated in the "General Conditions (Supplementary)" article entitled "Approved Others", to which this Contractor must refer if substitution is desired.

16-03 - SCOPE

(a) This Contractor shall furnish all labor and materials to complete all glass and glazing as shown on the drawings or as hereinafter specified.

16-04 - MATERIALS

(a) All glass for exterior windows and doors shall be 1/4" thick polished plate, glazing quality.

(b) All obscure glass shall be 1/4" thick "Factrolite".

(c) All glass in steel partitions and doors will be furnished by others.

(d) Mirrors shall be 1/4" plate glass - copper plated back, No. 1 quality. Plain face. Size 14" x 20" or 48" x 20" as shown on plans of toilet rooms. Provide (1) 14" x 20" mirror over lavatories in offices.

(e) Mirror frames - 1" wide, chrome plated brass with concealed fasteners for surface mounting. Back mirrors with #18 ga. galvanized iron.

(f) Putty - For glass set in metal, special steel window putty, of materials so mixed as to be non-hardening. For glass set in wood, putty shall be made of pure linseed oil, pure whiting, and at least 10% pure white lead.

16-05 - INSTALLATION AND WORKMANSHIP

(a) Exterior glass shall be bedded in putty.

(b) Interior glass shall be back puttied.

(c) When stops or glazing beads are provided, before glazing remove them, and after glazing reset them. Work shall be done without damaging or soiling stops or beads.

(d) Secure glass in wood with zinc glazier's points and in bronze sash with metal glazing beads furnished by others.

(e) Putty shall be neatly run in straight lines parallel with inside of muntin or glazing rebate; corners shall be carefully made; all excess putty shall be removed and surface left clean.

(f) All glass shall be accurately cut to fit openings and set with equal bearing on the entire width of pane. Convex side of glass shall be on the outside.

(g) All glazing stops shall be painted black before setting.

16-06 - CLEANING

(a) Final cleaning of windows will be done by others.

16-07 - GLASS BREAKAGE

(a) This Contractor shall be responsible for all glass broken because of faulty setting and shall replace same at his own expense.

INTERIOR MARBLE WORK

SECTION XVII

17-01 - APPLICATION OF THE INSTRUCTIONS TO BIDDERS AND GENERAL CONDITIONS

(a) All of the work described herein is subject to the foregoing "Instructions to Bidders", "General Conditions" and "General Conditions (Supplementary)" which become a part of this specification and all work shall be carried on in accordance therewith.

17-02 - APPROVED OTHERS

(a) Where the specifications call for an article or material by name or manufacturer or by description, the character and quality desired are thus indicated. Where a certain manufacturer or vendor may make several grades and sizes of a desired article, it will be interpreted to mean that the article approved is that coming nearest the description and of no lesser size or capacity than stated in the description. The conditions governing approvals and the time limit for submission of written requests for approvals are stated in the "General Conditions (Supplementary)" article entitled "Approved others", to which this Contractor must refer if substitution is desired.

17-03 - SCOPE

(a) This Contractor shall furnish all labor and materials to complete all interior marble shown on the drawings, or called for in the "Schedule of Finishes" or herein specified.

17-04 - SHOP DRAWINGS

(a) Submit shop drawings showing jointing and anchoring of work for Architect's approval before fabricating any material.

17-05 - SAMPLES

(a) Submit 2 samples (12" x 12") showing the extreme range in color and marking. Completed work must be equal to the approved samples.

17-06 - MARBLE

(a) Marble wainscote shall be "Swedish Cippolino". Base—"Verde Antique". Sound, of first quality and free from defects of any kind and shall be carefully selected for marking, color and texture.

(b) Marble stools shall be Gray Tennessee.

17-07 - FINISH

(a) High polish on all exposed surfaces.

17-08 - THICKNESS

(a) Walls - 7/8".

17-08 - THICKNESS (Continued)

(b) Base - 7/8".

(c) Stools - 1¼".

17-09 - ANCHORS - DOWELS - ETC.

(a) Anchors shall be of brass or bronze not lighter than No. 8 B. & S. Gauge.

(b) Marble soffits shall be securely hung from the structural members.

17-10 - CUTTING AND FABRICATION

(a) Joints shall have close contact for the full thickness of marble, not over 1/16" wide and shall be plumb, square, true and dressed to a close fit with butted edges smooth.

(b) Cutting for work of other trades, for hardware, accessories, etc., shall be neatly done, and accurately cut to the correct size as required.

(c) External corners shall be quirk mitered joints.

(d) Window stools shall be 1½" wider than finished jambs. Project ½". Nosing slightly rounded. Stools to be one piece.

17-11 - SETTING AND ERECTION

(a) Anchors shall be set not more than 3'-0" o.c. vertically or horizontally along edge of each slab or piece, and in all cases of sufficient number to insure sound construction.

Each piece shall be anchored separately, and in no case shall any piece have less than 2 anchors.

(b) Wet foundation to receive marble before applying spots of plaster of Paris.

Bed and vertical joints shall be butted.

Backs shall be secured with spots and dowels, clamps and anchors. Both spots and anchors shall be provided so as to render marble secure. Dowels, clamps, and anchors shall be fitted in drilled seats in marble and spotted. Marble to be set with plaster of Paris.

Marble shall be set square, true, with face joint edges rubbed true and straight and even. All pointing shall be done with plaster of Paris.

17-12 - PROTECTION

(a) After erection, protect polished marble with a non-staining, easily removable material.

17-13 - CLEANING AND FINISHING

(a) When directed, carefully clean all marble work, repair, repoint, and recut all incomplete or damaged work, and finish and leave in a perfect condition.

TERRAZZO WORK

SECTION XVIII

18-01 - APPLICATION OF THE INSTRUCTIONS TO BIDDERS AND GENERAL CONDITIONS

(a) All of the work described herein is subject to the foregoing "Instructions to Bidders", "General Conditions" and "General Conditions (Supplementary)" which become a part of this specification and all work shall be carried on in accordance therewith.

18-02 - APPROVED OTHERS

(a) Where the specifications call for an article or material by name or manufacturer or by description, the character and quality desired are thus indicated. Where a certain manufacturer or vendor may make several grades and sizes of a desired article, it will be interpreted to mean that the article approved is that coming nearest the description and of no lesser size or capacity than stated in the description. The conditions governing approvals and the time limit for submission of written requests for approvals are stated in the "General Conditions (Supplementary)" article entitled "Approved Others", to which this Contractor must refer if substitution is desired.

18-03 - SCOPE

(a) This Contractor shall furnish all labor and material to complete terrazzo work shown on the drawings or herein specified.

18-04 - MATERIALS

(a) Portland cement shall be according to the Standard Specifications of the A.S.T.M., C 150-44, Type 1, latest edition.

(b) White Waterproof Portland Cement - Medusa - Atlas - Trinity or Calaveras.

(c) Division Strips - Manhattan, Type B-1/8" top, brass. Provide 3 - 1/2" wide bronzalum strips in front of each elevator at first floor.

(d) Colors - To be limeproof and non-fading. Medium red and black.

(e) Sand - Sharp - Coarse, clean, screened and free from deleterious material.

(f) Waterproof Felt - Waterproofed saturated felt reinforced with Sisal.

(g) Reinforcing Mesh - 4" x 4" zinc coated #13/13 wire.

(h) Marble Granules - No. 1 and No. 2 chips. Domestic marbles.

18-05 - WORKMANSHIP

(a) Cover the structural slab with a 1/4" bed of dry sand and on sand lay waterproof felt with sheets lapped 3".

(b) Lay mixture 2" thick of 1 part cement and 4 parts sand on waterproof felt and bring same to a level 5/8" below finish floor level.

(c) Install dividing strips into underbed while same is still semi-plastic.

(d) Topping - 100# of white Portland Cement to 200# of marble granules mixed dry. Add water to make mix plastic, but not too wet. Add color pigment. Pour mixture into spaces formed by strips and roll to a compact mass, using a heavy stone or metal roller, until all superfluous cement and water are extracted. Then hand trowel to an even surface flush with top of the strips. The finish shall show a minimum of 70% marble granule. Floor is to be kept moist during these operations and shall be cured at least six days.

(e) Machine rub floors with coarse carborundum grit stones when they have set hard. Next apply on the surface a light grouting of pure Portland cement, of the same kind and color as matrix, so as to fill all voids. This grout to remain until final cleaning.

(f) Allow at least 72 hours after floor has been grouted before removing the grouting coat by machines, using a stone not coarser than No. 80 grit. Wash thoroughly and leave in a condition acceptable to the Architect.

18-06 - SEALER

(a) After final grinding, all terrazzo floors are to have a heavy application of A. C. Horn "Hornlux" or approved equal sealer applied in accordance with the Manufacturer's specification.

18-07 - SAMPLES

(a) This Contractor shall before starting work submit samples for the Architect's approval. Samples shall be re-submitted until approved. All work shall match approved samples.

TILE (CERAMIC)

SECTION XIX

19-01 - APPLICATION OF THE INSTRUCTIONS TO BIDDERS AND GENERAL CONDITIONS

(a) All of the work described herein is subject to the foregoing "Instructions to Bidders", "General Conditions" and "General Conditions (Supplementary)" which become a part of this specification and all work shall be carried on in accordance therewith.

19-02 - APPROVED OTHERS

(a) Where the specifications call for an article or material by name or manufacturer or by description, the character and quality desired are thus indicated. Where a certain manufacturer or vendor may make several grades and sizes of a desired article, it will be interpreted to mean that the article approved is that coming nearest the description and of no lesser size or capacity than stated in the description. The conditions governing approvals and the time limit for submission of written requests for approvals are stated in the "General Conditions (Supplementary)" article entitled "Approved Others", to which this Contractor must refer if substitution is desired.

19-03 - SCOPE

(a) This Contractor shall furnish all labor and materials to complete all ceramic tile shown on the drawings or herein specified.

(b) Floor fill under the tile is specified under "Concrete and Cement Work".

19-04 - MATERIALS

(a) Floor Tile (Toilet Rooms-Vestibules) - 2" x 2" unglazed, vitreous, ceramic mosaic, color and pattern as selected, standard grade.
(Kitchen) - 6" x 6" x 3/4" red-vitreous quarry tile.
(Roof-Second Floor) - 6" x 6" x 3/4" red-vitreous quarry tile.

(b) Base (Kitchen) - 6" quarry tile - sanitary cove base.

(c) Walls (Kitchen) - 6" x 6" glazed interior ceramic tile, color as selected.

(d) Plinths - Tile to match base and receive wood trim.

(e) Portland Cement - Conform to A.S.T.M. Specification C 150, Type 1, latest edition.

(f) Hydrated Lime - Conform to A.S.T.M. Specification C 6-34 T, latest edition.

(g) Sand - Conform to A.S.T.M. Specification C 40, latest edition.

19-04 - MATERIALS (Continued)

(h) Expansion Joints - Kuhls "Elastic" expansion joint composition.

(i) Brass Dividing Strip 1/8" thick between concrete and tile floors.

19-05 - MORTAR MIXES

(a) Setting Bed - 1 part Portland Cement - 3½ parts sand.

(b) Scratch Coat - 1 part Portland Cement - 3 parts sand.

(c) Grouting Mortar - Neat white waterproof Portland Cement - colored as directed. Kitchen floor to be grout with acid resisting cement.

19-06 - INSTALLATION

(a) Floors:

1. Roughen and clean concrete fill slab and keep wet for 12 hours before laying tile. When ready to lay tile, sweep off excess water and brush neat cement grout over area to receive mortar setting bed.

2. Set screed strips as temporary guides and lay setting bed absolutely true and even in plane. Floor drains shall be set 1/8" below floor level and floor sloped to drain for 12" radius from center of drain.

3. As large an area as can be covered with tile before mortar has reached its initial set shall be placed in one operation.

4. Hand dust Portland Cement over the surface of mortar setting bed immediately preceding the setting of the tile. The tile shall be placed upon, and firmly pressed and beaten into the mortar until exactly true and even with the finish floor tiles. The sheets shall be laid to a straight edge at regular intervals. As soon as cement mortar beds have sufficiently set, the floor surface shall be washed with clean water and the joints between the tile grouted. Set floor tile with joints straight in both directions, joints in quarry tile shall be filled flush with A 1 to 2 mortar.

(b) Base and Walls:

1. Clean and moisten masonry backing and apply 1/2" thick scratch coat of mortar. While still plastic deeply scratch. Allow scratch coat to set for 24 hours before commencing to set tile.

2. Moisten scratch coat, apply mortar setting bed and float flush with the guide strip, trowel on a skim coat of neat Portland Cement and tamp tile in place. Set tile with vertical joints straight.

3. As soon as mortar bed has sufficiently hardened, wash tile with clean water prior to grouting.

19-06 - INSTALLATION (Continued)

4. The grout shall be forced into the joints by troweling or some suitable method, and finished flush and true. Special care shall be taken to prevent the scratching of the glaze. Remove all surplus grout and leave face of tile clean.

(c) Roof:

1. Quarry tile on Second Floor Roof shall be set on fill slab furnished by others. Provide expansion joints 20' o.c. and at intersection of roof and walls. Expansion joint to extend entirely through setting bed to fill slab.

2. Clean expansion joints and apply 2 coats of "Kuhls" elastic joint paint or until surface shows a gloss. Point joints with "Kuhls" Elastic Expansion Joint Composition, working material well into joint. Crown finish slightly.

19-07 - SOAKING BEFORE LAYING

(a) All tile except those mounted on paper shall be thoroughly soaked in clean water before being set.

19-08 - CLEANING

(a) After pointing has sufficiently set or hardened, all tile shall be thoroughly cleaned in an approved manner and maintained until completion of the building and acceptance of the work.

ASPHALT TILE

SECTION XX

20-01 - APPLICATION OF THE INSTRUCTIONS TO BIDDERS AND GENERAL CONDITIONS

(a) All of the work described herein is subject to the foregoing "Instructions to Bidders", "General Conditions" and "General Conditions (Supplementary)" which become a part of this specification and all work shall be carried on in accordance therewith.

20-02 - APPROVED OTHERS

(a) Where the specifications call for an article or material by name or manufacturer or by description, the character and quality desired are thus indicated. Where a certain manufacturer or vendor may make several grades and sizes of a desired article, it will be interpreted to mean that the article approved is that coming nearest the description and of no lesser size or capacity than stated in the description. The conditions governing approvals and the time limit for submission of written requests for approvals are stated in the "General Conditions (Supplementary)" article entitled "Approved Others", to which this Contractor must refer if substitution is desired.

20-03 - SCOPE

(a) This Contractor shall furnish all labor and materials required to complete all asphalt tile flooring and base shown on the drawing, on the "Schedule of Finishes" or herein specified.

20-04 - MATERIALS

(a) Tile shall be accurately cut to size with true, straight, square edges, flat and uniform in thickness. The color shall match approved samples and shall be uniform throughout. Tile shall be strong enough to stand the ordinary wear and tear, cleaning, and moving of furniture without damage or denting and they shall be self healing.

(b) Tile shall be made of non-fading mineral pigments, asbestos, asphalt, and other necessary fiber fillers and blending agents, all of which shall be inert.

(c) Asphalt tile shall be 3/16" thick - 9" x 9" marbleized, color group "C" as selected.

(d) Asphalt base shall be 1/8" thick - 6" high - set on coved type, black.

(e) Cement shall be water-resisting asphalt cement, as approved by the manufacturer of the tile.

(f) Primer shall be asphalt primer with a spreading capacity of 500 sq. ft. per gallon.

20-05 - INSTALLATION

(a) This Contractor shall lay the finished floor on a sub-floor of cement, which this Contractor shall inspect before starting work. He shall notify the Architect in writing of any defects in the sub-floor and shall not proceed until such defects have been corrected. Starting work shall imply acceptance by this Contractor of the underflooring.

(b) This Contractor shall fill all cracks, expansion joints, etc., with sparkle or joint filler.

(c) The sub-floor will be delivered to this Contractor broom clean and he shall clean sub-floor of grease or other dirt before proceeding.

(d) Apply one coat of primer to sub-floor. When this is dry, the cement shall be evenly and thinly troweled on, using not over 1 gallon to 75 sq. ft. of floor.

(e) Tiles shall be laid so as to insure good contact with close, even joints and with all finished surfaces in a true plane and smooth. Tile shall be laid square with axis of room, with width of border varying slightly to maintain full size tiles in field.

(f) Base shall be firmly cemented to wall. In and out angles shall be neatly formed and base shall be scribed accurately to trim at doors.

20-06 - CLEANING - WAXING AND POLISHING

(a) At completion all asphalt tile work shall be cleaned, and all cement, dirt, or other foreign substances removed.

(b) This Contractor shall apply two coats of wax, each of which shall be polished to produce a well polished finish.

20-07 - HEAT

(a) All areas where asphalt tile is to be installed shall be maintained at minimum temperature of 70° F. for at least 48 hours before and 48 hours after application has been completed. Contractor shall notify the General Contractor when heat is desired.

20-08 - ADJUSTMENTS

(a) The Contractor shall inspect and make necessary adjustments within 30 days of the time heat is supplied continuously in finish areas.

(b) All tile that has not "seated" in a level plane with surrounding tile shall have heat applied locally and shall be quickly rolled to the surrounding level of floor tile. All tile showing minor breaks and fractures shall be repaired with heat and quick rolling.

(c) All tiles showing broken corners or fractures lines entirely across their surface shall be warmed, carefully removed, and new tile of same color and thickness substituted.

ACOUSTICAL TREATMENT

SECTION XXI

21-01 - APPLICATION OF THE INSTRUCTIONS TO BIDDERS AND GENERAL CONDITIONS

(a) All of the work described herein is subject to the foregoing "Instructions to Bidders", "General Conditions" and "General Conditions (Supplementary)" which become a part of this specification and all work shall be carried on in accordance therewith.

21-02 - APPROVED OTHERS

(a) Where the specifications call for an article or material by name or manufacturer or by description, the character and quality desired are thus indicated. Where a certain manufacturer or vendor may make several grades and sizes of a desired article, it will be interpreted to mean that the article approved is that coming nearest the description and of no lesser size or capacity than stated in the description. The conditions governing approvals and the time limit for submission of written requests for approvals are stated in the "General Conditions (Supplementary)" article entitled "Approved Others", to which this Contractor must refer if substitution is desired.

21-03 - SCOPE

(a) This Contractor shall furnish all labor and material to complete all acoustical treatment called for in the "Finish Schedule" or herein specified.

21-04 - MATERIALS

(a) Acoustical material shall be a perforated type having a minimum noise reduction coefficient of .65 for type 1 mounting, painted on the exposed surface and bevels with washable paint.

Units shall be 12" x 12" x 5/8" or 3/4" thick.

The adhesive shall be of a type manufactured expressly for the purpose, shall not be water soluble, contain ingredients that react chemically with paint, or contain a solvent that has a stronger solvent action on an oil paint than naphtha, it shall contain no alcohol.

21-05 - INSTALLATION

(a) The installation shall be made by an applicator approved by the acoustical material manufacturer. Acoustical units shall be securely cemented in place to the plaster ceiling with 5 spots of adhesive approximately 2" diameter. Tile shall be laid in a square pattern with edges in alignment. Border units shall be scribed neatly to the wall. Tile shall be symmetrically placed in a true plane and centered on electric and ventilating outlets.

PAINTING

SECTION XXII

22-01 - APPLICATION OF THE INSTRUCTIONS TO BIDDERS AND GENERAL CONDITIONS

(a) All of the work described herein is subject to the foregoing "Instructions to Bidders", "General Conditions" and "General Conditions (Supplementary)" which become a part of this specification and all work shall be carried on in accordance therewith.

22-02 - APPROVED OTHERS

(a) Where the specifications call for an article or material by name or manufacturer or by description, the character and quality desired are thus indicated. Where a certain manufacturer or vendor may make several grades and sizes of a desired article, it will be interpreted to mean that the article approved is that coming nearest the description and of no lesser size or capacity than stated in the description. The conditions governing approvals and the time limit for submission of written requests for approvals are stated in the "General Conditions (Supplementary)" article entitled "Approved Others", to which this Contractor must refer if substitution is desired.

22-03 - SCOPE

(a) This Contractor shall furnish all labor and materials to complete all painting as called for on the "Finish Schedule" or herein specified, as follows:

1. Interior Painting

a. Steel Heating Convectors-Exhaust Grilles-Plumbing-Heating & Electric Cabinets-Metal Railings	2 coats.
b. Concrete Floors	3 coats.
c. Heating Equipment	2 coats.
d. Exposed Piping	2 coats.
e. Covered Pipes	2 coats.
f. Plaster Walls	3 coats.
g. Plaster Ceilings	3 coats.
h. Basement Storage & Work Rooms	2 coats.
i. Woodwork-Doors-Trim-Counters-Partitions, etc.	Stained and Varnished.

j. Lettering - 1½" high - XX Gold Leaf outlined in black:
Men's & Women's Toilet Room and Stair Hall Doors. Office door numbers. Allow for 550 numbers.

22-03 - SCOPE (Continued)

(b) Work Excluded:

a. Hollow metal doors-jambs & trim.
b. Toilet compartments.
c. Steel partitions.
d. Acoustical tile except kitchen and lunch room.

22-04 - MATERIALS

(a) The following materials shall conform to the Standard Specifications of the A.S.T.M.:

1. White Lead	- D 81,	Latest	Edition
2. Linseed Oil (Raw)	- D234,	"	"
3. Linseed Oil (Boiled)	- D260,	"	"
4. Turpentine	- D 13,	"	"
5. Zinc Oxide	- D 79,	"	"
6. Putty	- D317,	"	"

(b) Pigments for Tinting

1. Tinting colors for oil paint shall be colors-in-oil, ground in pure linseed oil, and of the highest grade obtainable.

(c) Shellac

1. Shellac shall be pure white gum cut in pure denatured alcohol.

(d) Stain

1. Oil stain.

(e) Wood Fillers

1. Wood fillers shall be paste type fillers selected to match color of the stain to be used, not tinted with stain on job.

(f) Varnish

1. Fuller's Speedite Gloss.
2. Fuller's Speedflat.

(g) Drier

1. Japan drier.

(h) Enamel

1. Fuller - "Silkenwhite".
2. Pittsburgh - "Architectural Enamel".
3. Dutch Boy - Gloss Enamel.

2.00 per gal

3.00 gal less per unit.

22-05 - PAINTING PLASTER (Stippled finish) - Offices-Corridors-Rest Rooms-Lunch Room & Manager's Office-Walls-Stair Hall Walls & Ceiling.

(a) First Coat - Wall size and primer.

(b) Second Coat - 100# Pure carbonate of lead - 1 3/4 gallons flatting oil - 2 gallons wall primer.

(c) Third Coat - 100# Pure carbonate of lead - 1 3/4 gallons flatting oil.

(d) Before the last coat of paint has set the wet surface shall be tamped with a wall stippling brush to produce a uniform pebbly surface and eliminate all brush marks and surface blemishes.

22-06 - PAINTING PLASTER (Enameled Finish) - Toilet Rooms-Vestibules-Janitors' Closets & Kitchen Ceilings. Stair Hall Wainscote. 4'-0" High. 1" line at top.

(a) First Coat - Wall size and primer.

(b) Second Coat - 1/2 Wall seal and 1/2 enamel.

(c) Third Coat - Straight enamel.

22-07 - PAINTING PLASTER & CONCRETE (Oil Base Mill White)-Basement Storage Rooms-Basement Work Rooms-Mechanical Equipment Rooms.

(a) 2 coats sprayed on.

22-08 - PAINTING INTERIOR METAL WORK & HEATING EQUIPMENT

(a) Priming coat by others.

(b) Second Coat - 1/2 enamel undercoater - 1/2 enamel.

(c) Third Coat - Straight eggshell enamel as it comes from the container.

22-09 - STAINING INTERIOR WOODWORK

(a) 1 Coat of oil stain.

(b) 1 Coat of paste wood filler, colored to match stain, well rubbed in across grain.

(c) 1 Coat of white shellac.

(d) 1 Coat of Fuller's "Speedite" gloss varnish.

(e) 1 Coat of Fuller's "Speedflat" varnish.

Putty all nail holes after third coat. Sand with 00 sandpaper between coats and clean thoroughly. Allow 24 to 48 hours between coats for drying.

22-09 - STAINING INTERIOR WOODWORK (Continued)

(f) The interior of all cupboards and drawers, shelves, etc., shall be stained and varnish 1 coat.

22-10 - PIPE COVERING

(a) Size.

(b) Paint 1 coat of oil base mill white.

22-11 - CONCRETE FLOORS

(a) Prime with interior concrete floor paint.

(b) Paint 2 coats of "Ramuc" rubber based enamel paint.

22-12 - LETTERING

(a) Toilet rooms shall be lettered "MEN" - "WOMEN" - Stairway doors shall be lettered "STAIRS" on corridor side. On inside of stairhall letter numeral designating floor.

(b) Office Doors will be numbered as directed.

22-13 - PREPARATION OF SURFACES

(a) All spaces shall be broom clean before painting is started, and all surfaces to be painted shall be dry.

(b) Temperature of spaces in building where painting is being done or where it is drying shall be maintained above 50°.

(c) Before painting, all dust, dirt, plaster, grease, and other extraneous matter which would affect the finished work shall be removed. Foreign matter on surfaces, left by other trades, will be removed by others.

(d) All woodwork shall be sanded lightly with #00 sandpaper between all coats.

22-14 - WORKMANSHIP

(a) All work shall be done by skilled mechanics in a workmanlike manner. All material shall be evenly applied so as to be free from sags, runs, crawls, or other defects. All coats shall be of the proper consistency and well brushed out so as to show the minimum of brush marks, except varnish or enamel which shall be uniformly flowed on. All brushes shall be clean and in good condition.

(b) No work shall be done under conditions that are unsuitable for the production of good results. No painting of woodwork shall be done while plastering is in process or is drying.

(c) All coats shall be thoroughly dry before succeeding coat is applied.

22-14 - WORKMANSHIP (Continued)

(d) All finishes shall be uniform as to sheen, color and texture.

22-15 - SAMPLES

(a) Before ordering materials, samples of each and every type of finish and color shall be approved by the Architect and, when finally approved, three samples shall be delivered. Final work shall match these samples.

(b) Samples shall be 8½" x 11" and painted on wood when finish is to be on wood,and on wallboard when finish is to be on plaster.

22-16 - CLEANING UP

(a) Upon completion, the Painting Contractor shall remove from the building all materials and debris created by him, and leave his part of the work in a clean and finished condition acceptable to the Architect.

FINISHED HARDWARE

SECTION XXIII

23-01 - APPLICATION OF THE INSTRUCTIONS TO BIDDERS AND GENERAL CONDITIONS

(a) All of the work described herein is subject to the foregoing "Instructions to Bidders", "General Conditions" and "General Conditions (Supplementary)" which become a part of this specification and all work shall be carried on in accordance therewith.

23-02 - APPROVED OTHERS

(a) Where the specifications call for an article or material by name or manufacturer or by description, the character and quality desired are thus indicated. Where a certain manufacturer or vendor may make several grades and sizes of a desired article, it will be interpreted to mean that the article approved is that coming nearest the description and of no lesser size or capacity than stated in the description. The conditions governing approvals and the time limit for submission of written requests for approvals are stated in the "General Conditions (Supplementary)" article entitled "Approved Others", to which this Contractor must refer if substitution is desired.

23-03 - SCOPE

(a) This Contractor shall furnish all finished hardware for the complete building in accordance with the drawings or as hereinafter specified. Under no circumstances will the Architect be responsible for the quantities, as the Hardware Contractor shall furnish all hardware, whether specifically mentioned or not.

(b) The following list of numbers is taken from the catalogues of Norwalk - Stanley - Rixon - Russell Irwin & Glynn - Johnson.

(c) Other hardware of a like design, weight and function, made by Russell & Irwin, Corbin, Yale or Sargeant, will be considered equal.

(d) Templates for hardware as required shall be furnished by the Hardware Contractor to the various door and buck contractors in ample time for them to proceed with the fabrication of their work.

(e) All locks throughout shall have cast box strikes. Lip extensions shall be long enough to protect trim or casing. All millwork shall be checked before hardware is ordered to determine accurate fitness.

23-04 - HARDWARE LIST

HW-1	1½	Pr. Butts BB193A5 4½ x 4½ FBT
	1	Lockset CW730B861 x 282½ Rose x CBX x DB x TMS
	1	Door Stop FB13X x US10
HW-2	1½	Pr. Butts BB193A5 4½ x 4½ FBT
	1	Lockset CW730B861 x 282½ Rose x CBX x DB x TMS
	1	Door Closer 3HA x G Brz. x Jamb Foot x TMS
		For pairs of doors add:
	1½	Pr. Butts BB193A5 4½ x 4½ FBT
	2	Extension Flush Bolts 8807 - 12" x DB x TMS
	1	Dustproof Strike x DB with cement case
	1	Door Closer 3HA x G Brz. x Jamb Foot x TMS
		Door No. B-13 to have cast bronze hinge hasp similar to Norwalk #791
HW-3	1½	Pr. Butts BB180A5 4½ x 4½ FBT
	1	Lockset CW730B861 x 282½ Rose x CBX x DB
	1	Door Stop FB13X x US10
HW-4	1½	Pr. Butts BB193A5 4½ x 4½ FBT
	1	Dead Lock 3727 x CBX x DB x TMS
	1	Door Stay 324 x US10 x TMS
HW-5	1½	Pr. Butts BB180A5 4½ x 4½ FBT
	1	Dead Lock 3727 x CBX x DB
	1	Door Pull CP72096 - 3½ x 15 x DB x cut for cylinder
	1	Push Plate CP72092 - 3½ x 15 x DB x cut for cylinder
	1	Door Closer 3HA x G Brz. with jamb foot
HW-6	1	Set D A Floor Hinge #16 x Cement Box x US10x26
	1	Threshold 1 x 400 Bronze
	1	Dead Lock 3727 x CBX x DB x CP
	1	Kick Plate 49½ x 29 x US10
	1	Kick Plate 49½ x 29 x US26
HW-7	1½	Pr. Butts BB193A5 4½ x 4½ FBT
	1	Lockset CW730B865 x 282½ Rose x CBX x DB x TMS
	1	Door Closer 4 x G Brz. x TMS
	1	Bracket 1092 x 4 x G Brz. x TMS
	1	Kick Plate 10 x 1½" less than door width x US10 x MS
HW-8	1½	Pr. Butts BB180CM 4½ x 4½ FBT
	1	Door Pull CP72096 - 3½ x 15 x CP
	1	Push Plate CP72092 x 3½ x 15 x DB
	1	Door Closer 3 x S Brz. x Jamb Foot
	1	Kick Plate 10 x 1½" less than door width x US10
HW-9	1½	Pr. Butts BB193A5 4½ x 4½ FBT
	1	Door Pull CP72096 - 3½ x 15 x DB x TMS
	1	Push Plate CP72092 - 3½ x 15 x DB x TMS
	1	Door Closer 400 x TMS
	1	Kick Plate 10 x 1½" less than door width x US10 x MS

23-04 - HARDWARE LIST (Cont'd)

HW-10	1½	Pr. Butts BB180A5 4½ x 4½ FBT
	1	Latchset CW730B802 x 282½ Rose x CBX x DB
	1	Door Stop FB13X x US10
HW-11	1½	Pr. Butts BB180A5 4½ x 4½ FBT
	1	Lockset CW730B821 x 282½ Rose x CBX x DB
	1	Door Stop FB13X x US10
HW-12	1½	Pr. Butts BB180A5 4½ x 4½ FBT
	1	Lockset CW730B867 x 282½ Rose x CBX x DB
		For pairs of doors add:
	1½	Pr. Butts BB180A5 4½ x 4½ FBT
	2	Extension Flush Bolts 8807 - 12" x DB
	1	Dustproof Strike x DB with cement case
HW-13	1½	Pr. Butts BB180A5 4½ x 4½ FBT
	1	Lockset CW730B861 x 282½ Rose x CBX x DB
	1	Door Closer 3HA x G Brz. x Jamb Foot
		For pairs of doors add:
	1½	Pr. Butts BB180A5 4½ x 4½ FBT
	2	Extension Flush Bolts 8807 - 12" x DB
	1	Dustproof Strike x DB with cement case
	1	Door Closer 3HA x G Brz. x Jamb Foot
HW-14	1½	Pr. Butts BB180A5 4½ x 4½ FBT
	1	Lockset CW730B861 x 282½ Rose x CBX x DB
	1	Door Stop FB13X x US10
HW-15	1	Set Rixson Floor Hinge 25 x US10 x TMS
	1	Threshold 5 x 400 bronze
	1	Door Pull CP72096 - 3½ x 15 x DB x TMS
	1	Push Plate CP72092 - 3½ x 15 x DB x TMS
	1	Kick Plate 10 x 1½" less than door width x US10 x MS

KICK PLATES: All kick plates to be 14 gauge B&S with edges beveled three sides.

LOCKSETS: It is intended that only the highest grade mortise locksets shall be furnished and shall include heavy bronze interior parts, anti-friction latchbolts, forged bronze hubs, and armored fronts. Cases of all locksets, dead locks and latchsets shall be standardized for inter-changeability. Roses shall be of the two-piece type with base to be fastened with screws to the door and outer rose to screw to the base. Knobs shall be solid cast bronze with clutch shanks and spindles.

Keying: All cylinder locks are to be master-keyed in one series and furnish 4 master-keys. In addition, this Contractor is to lay out a keying schedule similar to the maison system for the convenience of various sections of the building.

KEY CASE: Provide (1) P.O.Moore, Inc. "Telkee" wall cabinet key filing case complete with all accessories with capacity for 50 additional keys over present requirements of the building. Finish olive green. Mount in Janitor's work room.

DOOR CLOSERS: All door closers to be equipped with special arm brackets similar to Russwin #391.

ELECTRICAL WIRING

SECTION XXIV

24-01 GENERAL CONDITIONS

The listing herein of an article or material, operation or method, requires that the Contractor shall provide each item listed of the quality or subject to the qualification noted; and the Contractor shall perform each operation prescribed, according to the conditions stated, providing therefor all necessary labor, equipment, and incidentals.

Bidders shall review the site and observe all factors affecting this work as indicated on the drawings and specifications and shall include all costs in the initial proposal.

All general conditions specified governing the general contractual agreement shall also govern this work.

24-02 WORK EXCLUDED

The following items will be provided under other divisions of the work. This work shall be conducted in a manner to cooperate with the other divisions of work:

A. Portable plug-in equipment.

B. Connection of motors and controls, other than switches or outlets shown.

C. Public telephone wire and instruments.

D. Heating and ventilating controls, motors, starters, or indicating devices beyond outlets, switches or provisions shown on plans.

E. Elevator controls, signals, and power wiring beyond outlets shown. Note that power supply wiring is provided from the disconnect switches to the elevator control panels in this contract.

F. Power transformers in the vault.

24-03 WORK INCLUDED

SH
SH

A. Complete rough-in wiring as shown on plans.

1. Method: Electrical metallic tubing except in concrete work, wet locations, where subject to mechanical damage, or where exposed, standard weight galvanized conduit shall be used.

2. Wire: Minimum size No. 12, or as noted on plans. Wire to be copper with Code approved insulation for the conditions encountered.

24-03 WORK INCLUDED (Continued)

3. Boxes: Light outlets 4" x 1½" octagon. Switch and receptacle outlets 4" x 4" x 1½" square with proper device covers. Power and special outlets as noted on drawings.

4. Switches: Arrow #1581 for loads under 1000 watts, #1591 up to 2000 watts, or equal quality.

5. Receptacles: Arrow #1913, or equal quality.

6. Special Purpose Outlets: As shown on drawings.

S.M. → 7. Branch Panels: Standard type "AB" circuit breakers, flush or surface as indicated on plans, with flush lift catches and locks all keyed alike. Provide typewritten circuit schedules in each panel. Panels shall be finished with a smooth metal primer and standard smooth shop finish.

S.M. → 8. Main Distribution Panel: Dead front enclosed circuit breaker type, having circuits and capacities shown by riser diagram. All breakers shall be labelled with engraved name plates showing loads controlled.

9. Underfloor Duct: Product of a manufacturer regularly producing this type of Underwriters' approved material and a complete line of accessory fittings, outlets, junctions, etc. Duct shall provide complete separation of power and telephone systems throughout, and shall provide grounding continuity of all equipment and outlet enclosures attached to the duct system in accord with Code rules. Outlet inserts for telephone duct shall have a cross sectional area equal to 1½" conduit, outlets for power as required by Code conduit requirements. The system shall be of a type requiring no special tool equipment for installing outlets at a future date. Ducts to be smoothly rounded at all points to minimize concrete cracking. A sufficient number of marker inserts shall be provided, not more than 20 ft. apart, to readily mark the runs of duct. All runs shall be in straight lines, carefully aligned and leveled.

10. Floor Duct Fittings: All duct fittings to be of the same manufacture as the duct employed. Telephone outlets to be smoothly bushed openings in a metal riser or housing to prevent entrance of mop water and dirt into the duct. Power outlets to be duplex receptacles in neat metal riser enclosures, arranged to keep water and dirt out of the duct. Junction boxes to have covers ready to install matching asphalt tile fillers.

24-03 WORK INCLUDED (Continued)

11. Switch Plates: Brass .060" thick, plated bronze to match the building hardware in all finished areas, brushed brass in all janitor's closets, machine rooms, basement areas or similar spaces used for maintenance or dead storage, and polished chrome in the kitchen and all toilet rooms.

12. Electric Operated Urinal Valves. All conduit, wiring and electrical connections, clock & valves furnished by Plumbing Contractor. Clock will be located in Basement Mechanical Equipment Room.

SH B. Primary Service:

1. Provide a complete primary electrical service connection from the present transformer vault in the Public Service Building to the new manhole and thence to the Office Building transformer vault as shown on the electrical plot drawing.

SH 2. Materials and Methods:

   a. Conduits shall be galvanized rigid steel of sizes shown.

   b. Cable to be varnished cambric and lead type, 4 conductor, No. 4/0 copper, rated at 5000 volts.

   c. Potheads to be 4 conductor type, rated 5000 volts indoors, of a shape and style best adapted to the installation. Cables shall be wiped or flanged to the potheads, and potheads properly filled with compound to completely seal the cable ends.

   d. Cable splices, if required, shall be carefully made by an experienced cable splicer, in accord with recommendations of the cable manufacturer or the G. & W. Company splicing instructions.

   SH e. Main Oil Circuit Breaker, 5000 volt, 400 ampere, 3 pole type rated at 25,000 K.V.A. interrupting capacity. Breaker to have three over current trip coils, connected to three tripping current transformers, set to open the breaker in a range of 50 amperes minimum to 100 amperes maximum primary current. Breaker to be mounted on a 1/4" iron plate at the opening in the vault wall as shown.

   SH. f. Porcelain Enclosed Disconnects: 5000 volt type, 200 ampere non-fused for main supply to building transformers. Primary emergency transformer disconnects to be 5000 volt, 50 ampere fused type. Fuse links only to be installed by the Power Company.

24-03 WORK INCLUDED (Continued)

SH

g. Ring feeder sectionalizing switches for the present Public Service Building vault and the new Highway Building shall be non-fused, 5000 volt, 3 pole, 400 ampere, enclosed type similar and equal to Westinghouse type LCB.

h. Vault Wiring: 5000 volt type "R" or "VC" wire to be used. Thoroughly insulate all terminals, connections, etc. using varnished cambric tape, covered with friction tape and thoroughly painted with glyptal or P and B paint.

i. Porcelain insulators for supporting primary leads to be 35 KV. dry flashover rated, where exposed wiring is extended to equipment terminals.

j. Install conduit stubs through North Wall of vault as shown.

3. Provide a 3 phase 4 wire bus for secondary connections as shown on drawings. Supply taps to enter housing through ebony asbestos insulators arranged to minimize inductive heating. Bus to have full capacity neutral within the vault to provide for secondary "wye" connection.

4. Provide 1/4" x 1" copper ground bus in the vault and make all ground connections in accord with Code rules. Connect primary neutral to ground bus.

5. The present Public Service Building vault primary shall be rearranged as shown on the electrical drawings to permit the connection of this new primary load to the present feeder with both buildings fed through the primary sectionalizing switches as indicated by the one line wiring diagram.

6. All work in the present buildings shall be done at a time and in a manner which will not interfere with the use of the building electrical systems during normal working hours. All outages of electrical service shall be arranged in advance with the building superintendent and his permission obtained for each outage.

7: Provide a double manhole at sidewalk or parking area as indicated on electrical plot and detail drawings.

8. This contract to include all required permits, fees, etc., necessary to provide the manholes shown and the conduits shown in the street area. The permission of the Salem City Engineer shall be obtained in writing and his requirements shall be complied with.

24-03 WORK INCLUDED (Continued)

9. All trenching, backfilling, lawn replacements, concrete removal and replacement shall be included in this work and restoration of the property shall be as approved by the Architect.

[illegible] C. Secondary Distribution:

SH 1. Provide a 3 phase 4 wire, 120-208 volt, switchboard and distribution with feeder system as shown on riser diagram.

2. Provide suitable cable wedges or supports for vertical conduit and wire risers to prevent weight strain on terminals and in accord with Code rules. Each section of vertical bus riser shall be properly supported as described below.

3. Risers generally are carried under the basement floor from the switchboard. Type "RW" or "T" insulation will be required for all underground runs.

SH 4. Switchboard to be enclosed dead front type with circuit breakers. Note that emergency main breaker is in this assembly and must be isolated as a service switch. All circuits shall be clearly labeled.

5. Vertical bus risers of sizes shown on the riser diagram shall be of the low reactance type equal to Trumbull "L.V.D." or Bull Dog "Lo-X".

   a. Bus risers shall have phases suitably inter-related to minimize reactive drop, with 3 phase legs of capacities shown and 1/2 size neutrals for 120-208 volt, 4 wire, "wye" system.

   b. Suitable supports shall be provided to support the conductors and to support the assembly from the building structure. Provisions for normal expansion shall be incorporated in the bus construction. Each section of bus assembly shall be supported by itself and shall not be dependent on the panels or other sections for support.

   c. Provide suitable guards where bus assembly passes through the floors to exclude dirt and mop water. Enclosures shall be ventilated to permit cooling, but shall effectively guard the busses from contact.

   d. Bus assemblies shall be fabricated and coordinated to fit the floor to floor dimensions with the breaker tap boxes as indicated on the drawings. All taps and connections in the bus risers shall be in accessible boxes or cabinets.

24-03 WORK INCLUDED (Continued)

e. At each floor, as shown on the drawings, a splice and tap box shall be installed with breakers which tap the bus to feed the adjoining panels. Tap box space shall be barriered from the breaker section of the box.

SH D. Telephone Conduit System:

1. Extend telephone conduits along with other signal conduits from the present manhole at the Public Service Building to the new signal manhole and thence to the Highway Building as shown on drawings.

2. Provide telephone risers from the telephone equipment room of sizes indicated.

3. Provide flush terminal cabinets indicated on riser diagram. Cabinets to have hinged locked doors all keyed alike.

4. Provide a No. 14 iron wire for pulling, in all telephone conduits run underground.

5. Install conduits shown in walls and to underfloor duct system as indicated on drawings. Minimum size conduit 3/4". Wall outlets to be 4" x 4" x 1½" boxes and 1 gang device covers with matching blank switch plates.

6. Furnish and install where directed, 150 telephone service outlets in the underfloor duct system. These outlets to be set after installation of the floor covering.

7. Conduits entering building are to terminate just inside of building walls with smooth bushed ends. Spare conduits stubbed out to the North and spares stubbed from manhole shall be tightly capped.

8. Conduits terminating in the Telephone Equipment Room shall extend 6" above the floor or below the ceiling, and shall be equipped with smooth bushings.

SH E. Fire Alarm and Watchman Systems:

1. It is the intent to provide a complete supervised type fire alarm and watchman's tour system, connected and coordinated with the present Capitol Building system and central Autocall Howe recorder.

2. At each location indicated on the drawings provide a flush type, bronze finish, Autocall fire alarm breakglass station, similar to the type FM3B-C in use in the present buildings. Mount breakglasses 5 ft. to center from floor.

24-03 WORK INCLUDED (Continued)

3. Provide 8" underdome type alarm bells at locations shown on plans, mounted 8 ft. above the floor, centered above the break glass stations.

4. Provide watchman's tour stations on each floor where indicated. All stations to be electrically operated and supervised, and shall be bronze finished, flush mounted Autocall devices similar to those in use in the present Capitol Building.

5. The code wheel selection shall be as determined by the Architect to coordinate with existing codes on the present alarm system. Each alarm and watch box shall have the code number clearly marked with a bronze plate on the face of the box.

6. Wiring within the building shall be installed in the same manner as specified for branch circuits. Wiring connections and loop arrangements shall be strictly in accord with the diagrams and instructions of the Autocall Company of Shelby, Ohio. Provide a terminal cabinet with sufficient terminals for terminating building circuits and supply cable leads where indicated in the basement switch room.

7. Extend a 9 conductor No. 14 gage signal cable rated 600 volts from the Autocall auxilliary loop control cabinet through the signal conduits to the manhole and into the Public Service Building. This cable shall be lead covered or shall be of the thermoplastic or neoprene jacketed control cable type designed for use in wet or oily locations without deterioration. Cable shall be properly supported or racked and protected from mechanical injury where exposed in switchroom, manhole, etc.

SH 8. Provide an auxilliary loop control cabinet to permit connection to the present Capitol Building system. This cabinet to be provided with all necessary relays, power sources, controls and auxilliary devices to supervise the new building and to transmit all signals from the new Highway Building to the existing system. This control equipment shall be Autocall and shall be installed strictly in accord with their instructions and wiring diagrams.

9. The signal supply cable shall be extended to and properly connected with the present Autocall Howe system in the Public Service Building basement. This Contractor shall thoroughly review the existing conditions and equipment location and facilities to provide this work complete and shall include all costs in the initial bid proposal. All connections and loop arrangements shall be in strict accord with the equipment manufacturer's drawings and instructions.

24-03 WORK INCLUDED (Continued)

10. The system connections and all testing shall be done under the supervision of the Owner's representative and at a time designated by him to prevent the accidental transmission of false alarms to the City alarm system.

F. Master Clock System:

1. Provide a master time control system utilizing high frequency control energy super-imposed on the building wiring circuits. The system shall be complete with a master control device, power supplies, control equipment, transmitter unit and synchronous secondary clocks incorporating the frequency operated correcting devices.

2. The master unit shall be an electrically wound, spring driven, frequency controlled device with a marine type escapement element. The master shall operate for six hours after power failure and shall be capable of correcting the secondary clocks within a range of 55 seconds fast to 59 minutes slow. Automatic correction shall take place at least once every hour.

3. The electronic transmitter shall provide high frequency impulses to provide the corrective control from the master to the secondary clocks. Suitable coupling devices shall be incorporated to induce control frequencies into the building wiring. The transmitter and master clock along with all necessary auxiliaries shall be assembled as a complete unit similar and equal to International No. 611-2.

4. Provide a clock hanger receptacle at each clock outlet shown equal to Arrow No. 7707-C, with an .060" brass plate. Outlets to be wired to the building 120 volt A.C. circuits.

5. Install a 12" dial synchronous electronically corrected secondary clock at each outlet indicated, equal to International No. 56-12 for surface mounting. Secondary clock control elements shall employ vacuum tubes which do not require heated filaments or cathodes.

G. Underfloor Duct System:

1. Provide a combination duct system for telephone and A.C. power as shown on plans and described herein under Materials.

2. Duct shall be carefully aligned in straight lines parallel to the building walls and carefully leveled to finish floor grades. The floor fill is to be 3¼" above the structural slab to accomodate the duct system.

24-03 WORK INCLUDED (Continued)

3. Junction boxes shall finish flush with the finished concrete floors and shall have covers arranged for the installation of matching 1/8" thick asphalt tile. Duct outlet nipples shall be approximately one-eighth to one-quarter inch below the finished floor. Suitable outlet markers shall be installed not less than 20 ft. apart in each duct system to indicate the runs. Junction boxes may be considered as suitable markers.

4. Conduits entering junctions shall be arranged to permit easy installation of wires or cables into the respective signal and power ducts. Conduits too large to run in the slab may be run in the hung ceiling spaces below.

5. Provide 200 duplex receptacles and floor risers for 120 V.A.C. outlets which shall be installed at locations as directed along the duct systems. Outlets to be mounted after the floor finish has been installed. Note that under Telephone Conduits, 150 telephone riser outlets are also required, located as directed.

6. Duct systems shall be thoroughly mopped dry before any wiring is installed.

H. Inter-Communication Provisions:

1. Provide blank conduits, risers and terminal cabinets for future signal and inter-communication system.

2. Terminal cabinets shall be flush mounted, with locked doors, 24" x 36" x 6". Provide 2" riser conduits and cross tie conduits as shown with 1-1/4" conduits to the low tension under floor ducts as indicated.

3. No wire, terminals, instruments, or other devices are required under this work.

I. Kitchen Equipment Connection.

1. All kitchen equipment shall be electrically connected under this work as may be required. All kitchen equipment will be furnished under another division of the work along with the motors, starters and controls.

2. Provide all necessary incidental materials, wiring devices and fittings, and all labor required to complete the equipment connections and place the same in operation electrically.

24-03 WORK INCLUDED (Continued)

J. Fixture Coordinations:

1. All fixtures, lamps and their installation is provided for under another section of the work. The electrical wiring shall be provided to each outlet in a manner that will best expedite the fixture work.

2. The fixture supplier will be required to furnish detailed shop drawings to indicate layouts, framing, and electrical connection methods and locations.

3. 3/8" fixture studs shall be installed in each ceiling outlet where this type of fixture support may be needed.

K. Door Signals:

1. Provide a small, neat, cast bronze pushbutton at the front entry as shown on the architectural details. Push element shall be heavy duty, weatherproof with quick make and break for 24 volt service.

2. Install a signal transformer for use with this signal system equal to Edwards No. 88-50 watt.

3. Furnish and mount a 4" 24 volt underdome type bell in one elevator car as directed for a night bell signal. Bell to be similar and equal to Edwards No. 340.

4. Provide a neat, compact, double pushbutton assembly at the basement service door. Plate to be bronze with an engraved nameplate over each push, one labelled "Janitor" the other "Kitchen". Push elements to be as described for the front entry.

5. Provide a 4" bell in the Janitor's work room and one in the Kitchen as indicated on the plans, equal to Edwards No. 340 for 24 volt A.C. operation.

6. Install a 50 watt signal transformer equal to Edwards No. 88-50 for the service entry signals.

7. Wiring shall be No. 14 gage in concealed conduit systems. Outlets to be provided in each elevator shaft, 3 ft. above center of car travel to permit use of bell in either of the cars. Wiring from outlet to car through traveling cable will be provided by others. Wiring on the car shall be completed in this work.

L. Plug-In Wiring Strips:

1. Provide a continuous run of plug-in type wireway with plug receptacles 18" on center for mounting on the facia board of the continuous shelf shown in the drafting rooms on the second and third floors. Refer also to the architectural cabinet details.

24-03 WORK INCLUDED (Continued)

2. Wireway shall be similar and equal to National "Plug-In". Wire to be No. 12 gage.

3. Each 50 ft. of wiring strip shall be considered a full circuit.

24-04 GENERAL METHODS

A. Contractor shall install a complete job of wiring including underground facilities as shown.

B. It is the intention to provide for a concealed wiring job at all locations where building construction will permit. This interpretation to be entirely in the hands of the Architect who will direct all construction and finishes. Ceilings in general are hung metal lath and plaster, but this Contractor shall refer to the architectural details and room finish schedules for exact information.

C. Exposed conduits where required shall be run parallel or at right angles to structural building lines.

D. The entire installation shall be made in a neat, workmanlike, finished and safe manner. The work shall be under competent supervision at all times.

E. Provide protection where necessary to protect electrical installation from damage by other trades during construction.

F. Architectural and mechanical drawings shall be carefully checked to avoid conflicts, buried outlets, etc. Relocation of outlets shall be as directed by the Architect wherever conflicts occur, without cost to the Owner. Outlets at cabinets, counters and similar locations shall be at a height to permit their easy use. In general, mounting heights should be as follows:

Wall Switches - - - - - - - - - - - - 48"
Plug Receptacles- - - - - - - - - - - 12"
Telephone Outlets - Wall- - - - - - - 12"
Panels to Center- - - - - - - - - - - 60"
Telephone Cabinets- See Architectural Detail.
Breakglass Stations - - - - - - - - - 60"
Watchman Stations - - - - - - - - - - 60"
Alarm Bells - - - - - - - - - - - - - 96"
Clock Outlets - - - - - - - - - - - - 96"

G. All excavating, pavement breaking and similar work required for the installation shall be included under this contract, and shall be done under the supervision of the Architect. All backfilling, restoration of lawns, repair of paving and similar repairs to the site disturbed in this work shall be done completely as directed by the Architect.

24-05 PERMITS, CODES AND INSPECTIONS

A. Comply with all Electrical Code requirements of the State of Oregon, and the City of Salem.

B. Obtain all permits, inspections, etc., required by Code. All fees shall be included in the contract price. Secure all necessary permits required by the City Engineer for work in the street areas.

C. Furnish a certificate of approval from the inspection authority if requested.

D. All materials and equipment shall be approved by the Underwriters' Laboratories, Inc. or by the Local Inspection Authority.

E. Conduct such tests as may be necessary to demonstrate the continuity and proper operation of the system.

24-06 FINAL

A. Electrical plans are diagrammatic, indicating approximate locations and controls. Refer to mechanical, structural and architectural plans. Architectural drawings govern all others. No lighting outlets are to be placed over pipes or air ducts.

B. Minor changes in locations shall be made without added cost if ordered prior to roughing in.

C. Cutting, patching, removal of debris, etc., shall be as directed by the Architect.

D. Guarantee the installation against defects in material and workmanship which may occur under normal usage, for a period of one year after acceptance. Such defects shall be promptly remedied without cost to the Owner.

PLUMBING-HEATING & VENTILATION

SECTION XXV

25-01 SCOPE

The specifications and plans provide for a complete plumbing system for the building as the same is shown on the plans and covered by this specification.

All work shall be accomplished in accordance with these specifications and in a manner satisfactory to the Architect.

No plumbing fixture, device or construction shall be installed which will provide a cross connection of any sort whatever between a potable water supply intended for drinking and domestic purposes and a polluted water supply, a drainage system or waste pipe.

All work shall be done in strict accordance with the Plumbing Code of the State of Oregon and the regulations of the office of the State Sanitary Engineer. The Contractor shall obtain and pay for all permits, licenses, etc. The work is generally shown on the drawings and the Contractor shall verify all roughing measurements before proceeding.

All soil and waste from fixtures shall be collected and drained to adjacent sewers as noted on the plans. Storm water shall be disposed of in storm sewer system as shown.

25-02 PLANS AND DIAGRAMS

The plans show the general requirements of the plumbing work. This Contractor shall, at the direction of the Architect and on plans furnished by the Architect, provide a complete layout of all plumbing piping, showing piping locations and sizes, vents, traps, valves and all other important features as same is actually installed. This plan is to be used for record purposes and must be made with accuracy and at the Contractor's own expense.

If the Contractor finds points of confliction between the work as shown and the actual installation, he shall call same to the Architects attention for instructions. Notice shall be given Architect in sufficient time to allow for consultation and consideration of the problem.

25-03 KIND AND QUALITY OF MATERIALS

All material and fixtures shall be in strict accordance with the specifications and shall be new and of the best quality and grade.

The plumbing fixtures shall in general be the product of one manufacturer. The term "Manufacturer" as used in this paragraph is to be understood as applying to a concern of established reputation that assembles plumbing outfits from products of its own manufacture and assumes the responsibility for certain fixtures of minor parts in such outfits which may not be manufactured by them.

25-04 OPENINGS, CUTTING AND SLEEVES

Before the floors are poured or partition work begun, the risers and such parts of branches that are to be enclosed in floors, walls, or partitions, or are to pass through floors, shall be placed in position; otherwise, suitable sleeves shall be placed by this Contractor wherever necessary before the General Contractor proceeds with his work. Under no condition shall any beams, girders, or columns be cut, or any pipes in any way run through same, unless so shown on plans or unless written approval is obtained from the Architect and if approval is granted, pipes shall be sleeved through member using extra heavy steel pipe sleeves located as directed.

Any cutting of walls, floors, etc., or repairing of any work due to the neglect of the Plumbing Contractor in directing the location of necessary openings and framing beforehand, shall be paid for by the Plumbing Contractor.

25-05 PROTECTION

All work, fixtures and materials shall be protected against loss or damage.

Work under way or completed shall be properly protected to prevent damage to it. Pipe openings shall be closed with caps or plugs during installation. Fixtures and equipment shall be tightly covered and protected against dirt, or injury caused by water, chemicals or mechanical accident. At the final completion all work shall be thoroughly cleaned and delivered in unblemished condition.

25-06 GENERAL DIRECTIONS

The plumbing work shall be performed in harmony with other work in the buildings. All necessary cutting of structural work required for the plumbing shall be performed in a manner subject to the approval of the Architect.

Drawings are generally diagrammatic and indicative of the work to be installed. The work of the several trades shall be harmonized so that all may be installed in the most direct and workmanlike manner and so that interference will be avoided.

Where waste pipes are buried in the ground they will not be smaller than 2 inches.

25-07 EXCAVATION AND BACKFILL

Trenches for the underground pipe lines within the buildings shall be excavated to the required depths. The bottom of trenches must be tamped hard and graded to take advantage of all available fall. Bell holes shall be excavated to insure that the pipe will rest for its entire length on solid ground. Sewer and water pipes shall be laid in separate trenches.

After the pipe lines have been tested, inspected and approved, the trenches shall be filled with suitable material which shall be firmly compacted, flooded if necessary, and thoroughly tamped.

25-07 EXCAVATION AND BACKFILL (Continued)

Excavate and backfill as required for installation of main sewer system, digging trenches of sufficient width and depth for proper installation of work. Bottom shall grade evenly and bell holes shall be provided for uniform bearing of pipe.

Sheath and brace trenches and remove water as required to protect workmen and adjacent structures. No pipe shall be laid under water.

After pipe is laid and tested, backfill excavation with dirt (no debris) compacting as directed. Repair all existing street pavements, sidewalks, curbs, etc., damaged by the sewer work.

Repair any sub-surface utility encountered, unless same is to be abandoned whether same is shown on drawings or not shown.

25-08 MATERIAL

All soil pipe shall be extra heavy hub and spigot cast iron soil pipe, except where otherwise noted.

All waste and vent piping concealed in chases, furred walls or furred ceilings shall be cast iron as specified above.

All water piping shall be standard weight galvanized steel pipe. Fittings shall be malleable iron screw fittings.

Exposed waste and vent pipe and connections near fixtures shall be plated to match fixture trim.

Interior downspouts shall be cast iron pipe as specified above.

Sewer pipe beyond 5'-0" from the building shall be best quality concrete or glazed terra cotta sewer pipe.

25-09 CAST IRON PIPE

All cast iron pipe shall be best quality, extra heavy cast iron hub and spigot pipe, coated inside and outside with asphalt applied while hot. All fittings shall be of corresponding quality "Y" fittings, and 1/8 and 1/16 bends wherever possible.

All joints between C.I. pipe shall be made with picked oakum gasket and pig lead with the joint run full at one pouring and caulked solid, flush with hub.

All joints between C. I. pipe and steel pipe shall be made same as above, and end of steel pipe to have ring or part of coupling screwed on to form spigot end.

Connections between lead and steel or cast iron pipe when required, shall be made with brass fittings and wiped joints.

Joints in concrete pipe shall be made with oakum gasket and cement flush with hub.

25-10 GALVANIZED STEEL PIPE AND FITTINGS

Steel piping shall be of the best quality galvanized steel, screw jointed pipes, of guaranteed standard full weight and thickness. Ends of all pipe shall be reamed out before being made up into fittings.

Fittings for galvanized steel waste piping shall be cast iron, recessed and beaded Durham fittings, of standard weight and thickness, and coated inside and outside with asphalt. Long radius fittings shall be used wherever possible.

Fittings for vent piping shall be cast iron, soil fittings.

Fittings for hot and cold water and compressed air shall be beaded, galvanized malleable iron.

All screw joints shall be made with white lead and boiled linseed oil or approved pipe paste applied on piping, and not more than three threads on finished joints shall remain exposed.

Lamp wick or oakum will not be permitted in screwed joints.

25-11 UNIONS AND CONNECTIONS

All hot and cold water piping throughout the system shall be so installed that any portion can be taken down for repairs or inspection without injury to same or to covering.

No running threads or long screws will be permitted in jointing any pipe, but galvanized malleable iron right and left couplings shall be used on all sizes up to and including 2" and flange unions above 2".

In no case shall union connections of any size be made in furred spaces unless same are made with right and left couplings noted above.

25-12 VALVES

All shutoff valves, stop cocks, etc., shall be fully equal in area to the pipes in which they are installed, and shall be accessibly located.

All valves shall be gate valves unless otherwise noted, standard for not less than 125 lbs. pressure, arranged for screwed fitting and equipped with non-rising stems.

Valves 2" and under shall be brass body, brass mounted, 2½" and greater, iron body with brass trim.

Valve boxes in concrete floors or in walls shall be cast iron or steel with flush fitting covers, except as otherwise noted.

25-13 HANGERS AND SUPPORTS

Horizontal overhead runs of soil, waste, vent and water pipe shall be hung with approved malleable iron, solid ring expansion pipe hangers, spaced not over 10 feet apart; vertical runs to have heavy wrought iron

25-13 HANGERS AND SUPPORTS (Continued)

clamps or collars for support. No chain, strap iron, or wire hangers will be permitted.

Where plumbing piping is installed in trenches and tunnels same shall be supported on a pipe from a frame specified and installed as part of the heating work. The Plumber shall cooperate with the Heating Contractor insofar as location is concerned.

25-14 CLEANOUTS

Provide and set at the foot of each riser, at ends of branches from toilets, at all points where a change of direction occurs, on all exposed and accessible traps, at all points where required to remove rust accumulation or other obstructions, all as shown on plans and as required.

The screw caps of all cleanouts shall be cast iron with solid hexagonal nut 1" high, and threaded with six threads of iron pipe standard.

Full size "Y" or "T" fittings shall be provided for cleanouts. Set screw cap in cleanout with graphite paste.

All cleanouts in floors shall be flush with floor, shall be accessible, and shall be provided with flush frames and brass cover plates.

The location of all cleanouts shall be subject to the approval of the Architect.

Cleanouts in house sewer outside of building shall terminate at grade minus 4" in an 8" x 8" concrete box with cast iron cover.

25-15 FLASHING CONNECTIONS

Openings in the roof for vent pipes shall be flashed with not lighter than 4 lb. lead flashing. The flashing shall be made water-tight at the roof and the lead shall extend up to the top of the vent pipe and shall be turned over and down into the hub of the pipe at least one inch.

A flashing shield shall extend not less than eight (8) inches from the vent and shall be wiped in with the roofing to make a watertight installation.

25-16 TRAPS

Running "S" or "P" traps shall be installed in branch lines from floor drains, or wherever else required. Traps installed in connection with threaded pipe shall be recess drainage pattern. Traps installed in connection with cast iron pipe shall be of the same quality and grade as the pipe. Traps installed in connection with fixtures shall have a seal of not less than two (2) inches nor more than four (4) inches. Traps installed in connection with floor drains shall have a seal of not less than four (4) inches.

Prime all traps with mechanical primers as required by Code.

25-17 DRAINAGE SYSTEM

The Plumbing Contractor shall furnish all labor and material to properly install a complete drainage system within the building with connections to all drains, as shown on the plans. The Contractor shall do all trenching and excavating as hereinbefore specified, exercising special care not to affect the bearing value of the soil under or near footings. The main house sanitary sewer shall be run as indicated on the plans and shall be extended to the street sewers as indicated.

25-18 MAIN SOIL PIPE AND BRANCHES

Run main soil pipe and branches to all fixtures properly located, as shown on the plans and as required. All piping shall be of sizes as shown and required by the governing ordinances, run direct, properly graded, and concealed from view, unless otherwise shown, or written authority is obtained from the Architect to do otherwise. Horizontal runs shall fall $\frac{1}{4}$" to the foot. The distance from top of drain pipes to bottom of floor slab shall in no case be less than one foot, without permission from the Architect.

All soil and waste piping underneath the building and 5'-0" beyond the building line shall be cast iron unless otherwise noted on the plans.

25-19 VENTS

Vent lines shall follow soil and waste lines connecting with them above the highest fixtures with proper fittings, and carried through the roof as shown and flashed and counter-flashed with lead. Bring vents together in one stack through the roof whenever possible.

Vent pipes shall be carried 14" minimum above the roof.

25-20 ROOF DRAINS

The Plumbing Contractor shall furnish and install the interior downspouts, where and of sizes noted on the drawings, which shall be complete with the roof drainage fixture, expansion joint, etc.

Downspouts shall be run in cast iron soil pipe throughout their complete length, as noted and shall be connected to the storm sewer system, as shown.

25-21 WATER PIPING

The Contractor shall furnish all labor and materials necessary to run a complete cold water supply system and a complete hot water recirculating system within the building as shown on the drawings, as herein specified and as required.

This contemplates a water service connection as hereinafter specified, and roughing to all fixtures and outlets as shown on the plans.

All lines shall be run parallel to each other and parallel with the lines of the building with supplies and outlets of the sizes indicated.

25-21 WATER PIPING (Continued)

All pipes shall be cut accurately to required measurements and shall be worked into place without springing or forcing. Care shall be taken not to cut or weaken any structural portions of the building. All water piping shall be supported from the ceiling construction in an approved manner. Proper means shall be provided for expansion and contraction of piping.

The hot water tank and heater will be specified and placed as part of the heating work. The hot water supply system shall be run from the water heater to all fixtures having hot water outlets, and the system shall be installed with a continuous rise from the water tank. The hot water supply main shall be run as shown.

Provide the hot water recirculating line as noted, and at the tank location in the equipment room, furnish and install one direct connected, motor driven manually controlled hot water recirculating pump of size and capacity to pump not less than 10 gallons per minute against a 45'-0" head. Provide a valved by-pass around circulating pump and make the necessary hot water return connections to the hot water tank.

Generally, all water piping shall be run as noted on the drawings. Where any water pipe of necessity must be run under the ground floor slab, same shall be run in Orangeburg or equal fibre pipe conduit. Under no circumstances shall any lines other than soil and waste lines be buried directly in the ground.

25-22 SEWER CONNECTION

Furnish all labor and materials required to make the various connections between the house sewers and the sewers serving the area.

The Contractor shall verify all existing sewer elevations on the job site and shall lay out his work accordingly.

All sewer pipe 5'-0" from building wall shall be concrete or terra cotta sewer pipe as hereinbefore specified.

25-23 WATER SERVICE

The Contractor shall furnish and install the necessary piping, valves, etc., to run a water service to the building where and of size as shown.

Furnish and install one Trident or equal compound water meter, installing same in a concrete meter vault. The Contractor shall construct the meter vault complete with hinged, watertight cover, install the meter and shall extend service from meter to building and from meter to serving main. Make all arrangements for a water tap and install tap in accordance with regulations of the serving water utility.

25-24 TRANSFORMER VAULT DRAIN

The transformer vault will be constructed under another portion of the work, but the Plumbing Contractor shall provide proper drainage facilities for this area.

25-24 TRANSFORMER VAULT DRAIN (Continued)

The drainage fixtures shall consist of a floor drain complete with the necessary traps, as prescribed and as acceptable to governing ordinances, applying to a transformer and housing oil filled transformers.

The transformer vault drain shall be connected directly to the sanitary sewer.

Location of the transformer vault drain shall be verified on the job with the Electrical Contractor. Provide sufficient clearance from all electrical equipment.

25-25 SUMP AND SUMP PUMP

Furnish and install in machine room where shown, one fully automatic duplex sump pump and cast iron sump. Sump pump assembly shall receive waste from basement and pit floor drains only.

Sump shall be not less than 36" diameter by not less than 3'-0" deep, and shall be constructed of best quality gray cast iron. Sump shall be coated with three coats of asphalt emulsion before placing in ground.

Sump cover shall be of steel bolted to sump and shall be classified "Gas tight". Sump pumps shall be supported from sump cover.

Each sump pump shall be of the general duty type for clear water only and shall be fully automatic in operation from a float switch. Equip pump with an automatic alternator arranged so that each pump will alternate in operation. Provide additional control so that if operating pump cannot handle load, the second pump will start and both will operate simultaneously. Pumps shall be vertical and each shall be direct connected to an electric motor of power sufficient to operate the respective pump under full load. Motor speed shall be 175° R.P.M. max. Motor characteristics shall be 208 volt, 3 phase.

A high water alarm system complete with 4" gong and transformer shall be furnished with pump. Locate gong in Janitor's Closet on first floor where directed.

Capacity of each pump shall be not less than 3600 G.P.H. at a 20'-0" head. Connect discharge to house sewer as shown.

25-26 BACKWATER VALVES

Waste from basement floor drains and floor drains in elevator pits shall run to the sump pump hereinbefore specified.

Sanitary waste from fixtures or future fixtures located on the basement floor shall be connected to the sewer as shown and the Contractor shall furnish and install Josam #1170 or equal backwater valves with side swing flapper at points where basement drainage lines connect to the house sewer.

Install backwater valves in a concrete box equipped with a steel cover plate flush with floor. Provide a gate valve on the house side of the back water valve as noted.

25-27 SUB-SURFACE DRAINAGE SYSTEM

The General Contractor will install a sub-surface drainage system under the basement floor and at the building footings and will collect same at manholes as noted on the architectural drawings.

The Plumbing Contractor shall install a cast iron dip fitting and a Josam #1170 backwater valve with side swing flapper at each manhole and shall make all drainage connections between manholes and sewer as shown.

Manholes in connection with the sub-surface drainage system will be constructed by the General Contractor.

25-28 RELOCATION OF EXISTING SEWER

The Plumbing Contractor shall furnish all labor and materials required to relocate the existing storm sewer and sanitary sewer, as noted on the mechanical plot plan. This contemplates all excavation and backfilling, furnishing and laying of pipe, construction of manholes, etc.

The work of relocation shall be scheduled so that use of the existing sewer will not be affected. When the new sewer and existing sewer are connected, connection shall be made with a minimum interruption of service.

Sewer pipe shall be best quality concrete sewer pipe. Joints shall be caulked with oakum and cemented and all joints shall be struck smooth. Set pipe grades by means of batter boards spaced not more than 25'-0" apart. Pipe grade shall be constant between manholes in existing sewer.

All manholes will be constructed by the General Contractor, but the Plumbing Contractor shall establish all inlet and outlet invert elevations and shall be responsible for installation of sewer piping connections at each side of manhole.

25-29 STORM WATER DISPOSAL

The Plumbing Contractor shall install the area storm sewer as indicated and shall make all connections between downspouts, area ways, etc. and storm sewer.

Extend the area storm sewer to the street storm sewer and make connection thereto.

Manholes in connection with area storm sewer will be constructed by the General Contractor. Plumbing Contractor shall be responsible for establishing inlet and outlet invert elevations and making connections on each side of respective manholes.

25-30 PIPE COVERING

All hot water piping and hot water recirculating pipe and cold water piping throughout the work, including all mains, risers, runouts, etc., shall after testing, be cleaned and covered. Cover all cold water lines in pipe trenches, pipe spaces, hung ceilings or other spaces.

25-30 PIPE COVERING (Continued)

Unions shall not be covered but covering shall terminate with plastic material at each end of such unions.

Insulate all interior downspouts throughout their entire length with an anti-sweat covering not less than ½" thick. Where hubs occur, plaster same as specified below for fittings.

Non-conducting covering shall be sectional, removable, solid wool felt, not less than 3/4" thick. Covering for hot water supply piping shall be lined with asbestos paper and for cold water piping shall be lined with tar paper. All pipe covering shall be jacketed with standard canvas jacket, lapped and put on in a workmanlike manner. The covering shall be neatly finished where pipe hangers occur, with ends stopped with plastic.

Fittings and valves shall be covered with plastic material containing not less than 85% magnesia or asbestos finished with a hard, smooth surface, flush with the pipe covering and standard canvas jacket pasted on. Where spaced, do not permit the installation of sectional covering, all pipes in wall chases may have the covering omitted, provided the chases are packed full of mineral wool, 35% magnesia or asbestos.

All pipe covering concealed from view shall be painted two coats of black asphaltum paint thoroughly applied. All pipe covering exposed to view will be painted by others. Exposed covering shall be equipped with black metallic bands spaced not less than 18" on centers.

25-31 TESTS FOR PLUMBING AND DRAINAGE SYSTEM

The entire system of soil, waste, vent and storm water piping in the building shall be tested and proved tight to the satisfaction of the Architect before connection is made to sewer, trenches backfilled, piping covered or fixtures connected. All defects disclosed in the work by the following specified test must be corrected. Test shall be as follows:

(a) The connection from the building to sewer and the drainage system below floors of ground level shall be filled with water to the top of a vertical section of pipe 10'-0" high and the water allowed to stand for at least thirty minutes for inspection after which, if the lines prove tight, water may be drawn off and the trenches backfilled.

(b) The soil, waste, drain and vent piping above the floor of ground level shall have the openings plugged where necessary and the piping system above filled with water to the level of the top of vent pipes and allowed to stand for at least thirty minutes for inspection, after which, if the lines prove tight, the water shall be drawn off and the fixtures connected. Each vertical stack above the first floor or ground level with its branch waste and vent pipes may be tested separately.

25-32 TESTS ON WATER SUPPLY

At its completion, the water supply system shall be tested to an hydrostatic pressure of 100 lbs. sq. in. and proved tight.

25-32 TESTS ON WATER SUPPLY (Continued)

Water piping, if in any way concealed by structural work, shall be tested to the above pressure and proved tight before pipes are concealed.

25-33 CLEANING AND ADJUSTING

At the completion of the plumbing work, all parts of the installation shall be thoroughly cleaned. All piping and connected facilities shall be cleaned of all grease, metal cuttings, and foreign matter of every kind. Any stoppage or discoloration or other damage to any part of the building, its finish or furnishings, due to failure to clean the piping system properly shall be promptly repaired.

All plumbing fixtures on completion of the work, shall be thoroughly cleaned and scoured with an approved domestic scouring powder and left ready for use. All flush valves and other automatic devices shall be carefully adjusted and made ready for operation.

This Contractor shall from time to time and whenever directed by the Architect, clean up and remove from the premises all refuse material and rubbish arising from the work under this contract, and at the final completion of the work, leave the premises in an approved, clean and perfect condition.

25-34 VALVE CHARTS

Every valve and cock throughout the entire system shall be distinctly marked with brass tags attached by ring and chain to the valve stem.

In each Equipment Room, furnish and install one valve chart neatly glazed and framed showing the valve marking, name, location and what it controls, and any other pertinent information deemed necessary.

25-35 GUARANTEE

The Plumbing Contractor shall furnish a written guarantee effective for one year after job acceptance, covering all defects in fixtures, materials, and workmanship and shall agree to repair same without cost to the Owners during this period.

25-36 PLUMBING FIXTURES

Furnish and install the necessary plumbing fixtures in quantity as shown on the plans, same to be Standard Sanitary, Crane, Kohler, Eljer or approved. Before fixtures are ordered, the Contractor shall submit a complete list of plumbing fixtures, giving the catalog number, make and cut for approval. Furnish the above list in duplicate; Fixtures shall not be ordered until this list is approved.

WATER CLOSETS - Crane "Walton" No. 3-450 elongated rim siphon jet wall hung water closet fitted with No. 112 YVQ, Royal quiet operating flush valve with vacuum breaker, 1" stop, flush connection and seat bumper; Moltex White open front seat; no cover; china bolt caps. All exposed metal chromard. Furnish Zurn Z1205 A1 & Z1205 B1 fittings for closet hangers.

25-36 PLUMBING FIXTURES (Continued)

URINALS - Crane "Correcto" 7-87 vitreous china washout urinal with integral extended shields, flushing rim, strainer and trap with cleanout, 3/4" inlet, 2" back outlet connection and supporting screws; No. 186 EMYVQ Royal motorized quiet operating flush valve for automatic flushing, 3/4" screw driver angle stop and flush connection; vacuum breaker. Provide (1) Sloan day-night timer mechanism located in Mechanical Room to operate the motorized valves. Wiring and connections to be done by others.

LAVATORIES-Crane "Norwich" No. 1-190-S size 20" x 18" vitreous china lavatory with splash lip and soap depression; 8-26 Crestmont supply and direct lift waste with metal lever handles and cover plate; 8-400, 1¼" bent tube "P" trap; 8-783 built in chair carrier to floor with concealed brackets to fit construction. Exposed metal chromard.

SERVICE SINKS - Crane No. 7-561 size 24" x 20" vitreous service sink enameled inside, painted outside, roll rim with 12" back and concealed hanger. Chromium plated rim guard. C32-780 ½" Rough N.P. Telsa faucet with pail hook and hose end; 3" enameled trap standard with strainer.

DRINKING FOUNTAINS - Crane "Corwith" C-9062 vitreous china drinking fountain with C.P. angle stream, anti-squirt bubbler, four arm self closing valve, automatic pressure regulator with concealed flow regulating screw; cast brass strainer in supply 3/8" loose key stop; C.P. waste strainer; 1½" cast brass deep seal trap with cleanout; concealed hanger and screws.

FLOOR DRAINS - Josam series 300 cast iron floor drains with Type A adjustable polished brass strainers. Sizes as noted on plans. Equip with C.I. trap. Floor drains in toilet rooms to have clamping device and 24" x 24" - 4# lead flashing and brass chrome plated strainers. On 2" drain, use 5" diameter strainer--3" drain--6" diameter strainer--4" drain --8" diameter strainer.

ROOF DRAINS - Josam series 4210 all brass roof drains of sizes noted on plans; cast brass body, large sump and flange, integral expansion joint with brass sleeve, gland ring and follower, graphite saturated asbestos gasket; removable high dome brass strainer and sediment cup, non-puncturing flashing clamp device with integral gravel stop.

HOSE RACKS & CABINETS - Elkhart; 1½" angle valve threaded local fire department standard; Elkhart plate 41-A brass swinging type semi-automatic hose rack; style N with nipple; 75'-0" of 1½" unlined linen Underwriter labeled hose; polished brass expansion ring couplings; Elkhart Plate LC-200-1½" Fog nozzle. Cabinet "Elkhart"-Plate C-910 recessed type, Duo-Panel, Style "D", one piece, rolled, hollow door frame. Prime coat finish.

25-36 PLUMBING FIXTURES (Continued)

HOSE BIBBS - Josam Y-200 polished brass 3/4" non-freeze hose bibbs; loose key; shank to fit construction encountered.

TOILET PAPER HOLDERS - Nibroc or equal chromium plated, folded toilet tissue holders arranged for single sheet dispensing. Provide one unit for each closet. Drill toilet partitions as required. Fasten with N.P. round head screws.

SOAP DISPENSERS - Palmolive or equal powdered soap dispenser with automatic, push type measuring valve; 8 oz. metal container with cap. All metal parts chromium plated. Secure to wall with N.P. expansion bolts. Furnish one dispenser for each lavatory.

STAINLESS STEEL SINKS - Construct stainless steel sinks for photographic department as shown in plans and details, rough in for, install and connect same. Fabricate to dimensions and shapes noted using 18 gauge U.S. Standard, genuine 18-8 stainless steel; sink bowls, drainboards, splash backs, rims welded integral; all welded joints ground and finished satin smooth; rounded corners at all metal intersections; T & G wood base as per detail; stainless steel angle legs and frames; 2" drain plugs with strainer and tailpiece; rubber stoppers with chains; Crane 8-73 wall type combination supply fitting with swinging spout threaded for hose and unindexed handles. Sinks shall be made to set perfectly true and plumb without binding, warping, or "ballooning". Submit shop drawings of all sinks for approval before fabrication and delivery.

SINKS -

Room #6 - Basement--Standard HP 13571SC. Size 60" x 25".
Room #48- Basement--Standard F 7100RS. Size 36" x 22".
Room #10- Third Floor- Standard. 30" x 20" Flat Rim--End outlet--Faucet B9068.
Room #27- Third Floor- Standard P-6553S.

Sinks to be complete with traps-stops-etc.

25-37 KITCHEN EQUIPMENT,ETC., ROUGHING IN

Kitchen equipment is to be furnished under another division of the work and will be erected and placed in position by another Contractor. Certain other equipment such as blue printing machine, dryers, and photographic equipment is to be furnished by the Owner.

The Plumbing Contractor shall rough in for such equipment, and, after same is placed in position, shall connect same to roughed openings, furnish all required stop valves, traps, etc.

It will be the responsibility of the Plumbing Contractor to obtain all roughing in dimensions from the Owner and from the kitchen equipment supplier and to rough same for all services required for the specific equipment involved.

HEATING AND VENTILATING

SECTION XXV

25-38 WORK INCLUDED

The plans and specifications for this portion of the work call for the furnishing and installing of connections to a central steam distribution system, vacuum pump, copper convectors, fans, blast heating and cooling coils, automatic control, traps, valves, pipe, fittings, galvanized iron work, outlets and other items as shown on the plans, as specified below, or as may be required to equip the building ready for use.

The building is to be heated by low pressure steam operating as a differential vacuum return system. Steam will be supplied from an existing central boiler plant.

All spaces are to be air conditioned from central systems located as shown and using Freon 12 as a refrigerant. Certain areas are to be mechanically exhausted and such exhaust systems shall be installed as part of this work.

All materials shall be new, American made, and of best quality.

Workmanship shall be first class in every way, and each mechanic performing in this portion of the work shall be experienced in all phases of installations of this nature. Piping shall be run parallel to building construction, shall be kept as inconspicuous as possible, and shall be run true and evenly graded. Equipment shall be set true and plumb and shall be installed in a manner to permit easy maintenance and access.

All work shall be carried out under the direction of the Architect to fulfill the true intent and meaning of these plans and specifications.

The successful Contractor will be required to submit a complete material list to the Architect containing all pertinent data relating to equipment to be installed for checking. No material shall be delivered to the job until this list is checked and approved.

25-39 DRAWINGS

This Contractor shall, before starting his work, carefully examine the Architectural and Structural Drawings so that he may become thoroughly familiar with the conditions as may affect his work.

Supplementary details, supplied to the Contractor, as required, shall become a part of the contract documents.

25-40 PIPE

All pipe shall be guaranteed standard weight black steel pipe. All pipe shall be reamed and cleaned before making up.

25-41 FITTINGS

All fittings shall be Standard 125 lb. black cast iron fittings. All fittings 3" and larger shall be flanged fittings; 2½" and smaller

25-41 FITTINGS (Continued)

screwed fittings. Piping 3" and larger may be welded providing weld fittings are used and certified welders are employed.

25-42 VALVES

All valves, except where otherwise shown or specified, shall be standard gate valves; 2½" and over, iron body brass mounted; 2" and under, brass body. Valves 3" and larger shall be flanged. All other valves shall be screwed.

25-43 UNIONS

All pipe work throughout shall be provided where necessary with union connections to facilitate removal for repairs.

All union connections up to and including 2" shall be standard ground joint unions and flange unions 2½" and larger.

25-44 HANGERS AND SUPPORTS

All work shall be thoroughly supported on approved malleable split expansion hangers accurately installed and not more than 10'-0" apart. No perforated iron, chain or wire hangers will be accepted.

Hangers in trench shall be suspended from a galvanized steel pipe crosspiece, size 2", supported by the trench side walls and drilled as required to receive the hanger rods. Provide necessary holes for hanger rods to be installed under the plumbing work and cooperate with the plumber in locating same.

25-45 FLOOR, WALL AND CEILING PLATES

Where rising pipes pass through floors or walls, install galvanized iron sleeves in the construction before finishing. This Contractor shall also provide for expansion and contraction of all pipes without injury to construction.

Where piping must of necessity pass through footings or other structural members of the building, they shall be sleeved through as directed. Sleeves shall be of extra heavy steel pipe, accurately located and poured into the concrete.

This Contractor shall furnish, locate and set all sleeves, into the forms in cooperation with the General Contractor.

Where pipes pass through the walls, floors or ceilings, install in addition to the floor sleeves, approved N.P. floor and ceiling plates so as to leave same finished in a neat and proper manner.

25-46 CUTTING AND PATCHING

This Contractor shall do all the necessary cutting and patching of concrete floors, walls, pavements, etc., and shall restore all surfaces to an approved condition.

25-47 HEATING SYSTEM DRAIN

Cross connect the main return to drain and install all the necessary valves so that the heating piping system can be entirely emptied of water. System shall drain at one point in mechanical room, and an outlet, connected to sump basin shall be provided directly below point of drainage.

25-48 CONVECTORS

Furnish and install where shown, wall hung or semi-recessed, non-ferrous cabinet convectors of widths, lengths and stack heights as noted on the drawings. Convectors shall be Dunham, Trane, Young, Tuttle and Bailey or equal.

Cabinets shall be fabricated of not less than 16 gauge furniture steel or of 18 gauge furniture steel and inside reinforcing. Cabinet corners shall be rounded and each cabinet shall be furnished with a front outlet grille of the "air flow" design. A punched grille will not be acceptable. Grille louvres shall be horizontal. Cabinet tops of wall hung convectors shall be flat.

Convectors shall be hung in a substantial and approved manner. Capacities shall be not less than shown on plans.

In describing the copper convectors as shown, the notations denote dimensions in inches as follows: Width x stack height x length — capacity in sq. ft. In all cases the stack height is taken as the distance in inches from floor to the top of the cabinet. Each convector shall be arranged for bottom or end connection as directed.

Convection shall be C.M.C. rated according to methods outlined by the latest test code of the American Society of Heating and Ventilating Engineers.

25-49 RADIATOR TRAPS AND VALVES

On return side of each convector, furnish and install one differential type thermostatic radiator trap, size ½". Trap shall be designed to operate from 15 lbs. pressure to 25" vacuum.

In supply connection to each convector, furnish and install one packless radiator valve equipped with an orifice plate sized to pass the exact quantity of steam required by the respective convector capacity. A combined valve and orifice assembly such as the Dunham "Oriflex" valve may be used in lieu of the separate radiator valve and orifice plate.

Radiator traps and valves shall be of the type required for differential system operation and shall be of the same manufacturer as the differential control equipment.

25-50 DRIP TRAPS

All drip traps shall be as shown on plans and shall be float and thermostatic. Provide union connection on each side of trap. Trap shall be designed to operate from 15 lbs. pressure to 25" vacuum.

Provide a strainer and a gate valve of same size as trap connections ahead of each trap.

25-51 EQUIPMENT ROOM PIPING

Furnish and install all the necessary equipment room piping as shown on the plans, as hereinafter specified, and as necessary.

The principal piping is shown on the plans, but this Contractor shall install such additional piping, valves and connections as may be necessary to complete this portion of the work.

The Contractor shall fabricate the steam header as indicated, using weld connections and weld neck flanges, and making provisions for connections as indicated.

25-52 VENTILATION AND AIR CONDITIONING SYSTEMS

This Contractor will furnish and install the systems of ventilation and air conditioning for the various portions of the building as noted, installing fans, foundations and supports, motor controllers, heating coils, cooling coils, coil casings,piping and connections, galvanized iron work, automatic temperature control, grilles, etc., all as shown on the plans and hereinafter called for.

25-53 INTAKE AND VENTS

All intake and exhaust screens and louvres, and concrete fan plenum will be furnished under another portion of the work, but the Heating Contractor shall make all connections thereto.

Furnish and install dampers in the outside air intake, return air intakes, exhaust air outlets where shown, and arrange for automatic control as shown and specified.

The Heating Contractor shall furnish and install the toilet room vent grilles and connecting vent ductwork as shown on the drawings and the toilet exhaust fans and shall make all connections between fans and exhaust outlets.

25-54 DAMPERS

At each supply, return and exhaust air grille, furnish and install approved dampers or splitters which may be permanently set after the system has been tested for the required quantities of air as indicated on the drawings.

In all branches of supply and recirculation ductwork, where required for distribution control, dampers shall be installed. Dampers shall be of an approved type, lever operated and complete with locking device which will permit the dampers to be adjusted and locked in position. Damper operators shall be operable by a screw driver from a flush ceiling button.

Fire dampers shall be installed in each supply and recirculation duct where same leave the fan room. Dampers shall be held open by a fusible link with a rod or wire linkage to the damper. Dampers shall be constructed of not less than 3/16" black iron. Access panels shall be provided at each fire damper to permit examination of damper and fusible link. Install an indicator on outside of duct to indicate damper position.

25-54 DAMPERS (Continued)

Each ceiling outlet shall be equipped with an adjustable equalizing damper, operable from the face of the outlet and capable of adjusting air flow from grille from shut off to 100%.

25-55 BLAST HEATING COILS

The Contractor shall furnish and install non-ferrous, extended surface blast heating coils as noted on the drawings and as hereinafter specified.

Generally, coil sections shall be installed with tubes horizontal. Each section shall be provided with cast iron headers with the supply and return connections at the ends of the coil. Headers shall be connected with a series of seamless copper tubes, having a wall thickness of not less than .035" and diameter of not less than ½" O.D. Tubes shall be expanded and rolled into headers with each joint reinforced with bronze bushings that will insure permanent tightness. All coils shall be furnished with interior steam distributing tubes.

Fins for the coils shall be constructed of non-ferrous metal, mechanically bonded to the tubes to assure permanent contact and maximum heat transfer. Fin thickness shall be not less than .016". Soldering or tinning shall not be used in the construction of these coils.

Each coil shall be provided with a galvanized steel casing with suitable flanges at the sides and ends for attaching ductwork and to facilitate bolting sections together where required.

Difference in expansion between casings and tubes shall be provided for in the coils by means of sliding joints between the headers and casings.

Coils shall be "Factory Tested" at 400 lbs. per sq. in. hydrostatic pressure and at 200 lbs. air pressure with coils submerged in water. All coils shall be "Bubble Tight" under this test.

The characteristics and capacities of the coils shall be as indicated on the drawing.

Erect the coils as shown on an approved angle iron stand.

25-56 BLAST COOLING COILS

Furnish and install as shown, non-ferrous blast cooling coils arranged for direct expansion of Freon-12 refrigerant. Each coil shall be designed with a distributing header arranged so that refrigerant will be distributed equally to the various circuits making up the coil.

Coils shall have copper tubes with aluminum or copper fins mechanically bonded to tubes and dipped to provide a complete and lasting joint. The entire assembly shall be supported in a steel frame.

25-56 BLAST COOLING COILS (Continued)

Each coil shall be tested under water at 400 p.s.i. air pressure and further placed under a vacuum dehydration test to eliminate possibility of small leaks.

Coils shall be selected to produce the leaving air conditions noted on the plans at entering air conditions specified in schedule. Capacities shall be based on a maximum face velocity of 500 f.p.m.

Equip each cooling coil bank with a set of galvanized iron eliminator plate to prevent flow of extrained moisture into the duct system. Provide a drip pan at base of coil bank and pipe outlet to drain.

Provide required thermal valves, strainers, etc., for each coil section as recommended by coil manufacturer for coil section involved.

Erect coils on an approved angle iron stand.

25-57 FANS

Generally, fans shall be N.A.F.M. Class I centrifugal, slow speed fans, shall be best adapted to ventilation work and shall run in perfect balance at all speeds up to 10 per cent increase above the speed specified, without noise or vibration in the fan or motor.

Fan wheels shall be made up with forward pitched blades with blades so pitched as to give maximum velocity with minimum allowable noise. Blades shall be die formed, true in shape and held in place by rivets or weld.

Fans shall be provided with bearings of a type best adapted for the service intended and shall be quiet running. Shafts shall be made of the best quality steel, turned and ground to close tolerances, shall run true and in perfect balance. Each bearing shall be equipped with a sight feed oiler which shall be equipped with a ¼ pint oil reservoir.

Arrange fans for V-belt drive, complete with pulleys as required for the V-belt drive hereinafter specified. Pulleys shall be of the diameters required to give the fan speeds required for the specified air deliveries when used with the motors specified.

Fan capacities, wheel sizes and static pressures shall be not less than noted on the drawings. Outlet velocities shall not exceed 1600-1800 feet per minute.

Fans shall be American Blower Co., "Siroco", Sturtevant or equal, as approved.

25-58 FAN MOTORS, DRIVES AND BASES

Motors for belt driven fans shall be of the single speed, low starting current type, or horsepower noted in the fan schedule and shall be arranged for across-the-line starting. Equip each motor with a pair of cast iron rails and sliding base.

25-58 FAN MOTORS, DRIVES AND BASES (Continued)

Each motor shall be provided with fittings for pressure gun oiling.

Motor characteristics shall be 208 volt, 60 cycle, 3 phase, 1725 R.P.M.

Magnetic motor starters shall be furnished for each and every motor furnished under this contract. Starters shall be arranged with push button start and stop. Starters shall be complete with low voltage protection and overload release. Overload coils shall be of ample capacity as required for the individual motors and for the starting current requirements of these motors. The push button stations shall be located in the respective fan rooms where directed.

Belts for drive shall be Type "DV" as manufactured by the Dodge Manufacturing Company; "Tex-Rope" as manufactured by the Allis-Chalmers Mfg. Co., or approved make. Size drives to transmit 120 per cent of motor power. The Contractor shall change drives as required at completion of job to provide the required air quantities.

The Contractor shall provide galvanized iron belt guards for all fans where same are installed on the floor. Belt guards shall be as per detail furnished on receipt of exact V-belt drive dimensions.

The Contractor shall furnish and install in connection with the fans and motors, approved noise and vibration dampener bases in accordance with the specifications noted below.

Fans and motors mounted on the floor shall be set on a concrete pad as detailed. Provide standard thickness "Korfund", "Absorbo" or approved cork isolation material between pad and equipment frame.

Rubber and steel isolators may be used, as recommended by the manufacturer, provided weight of equipment is carried by rubber in shear. Equipment shall be adequately held in place by bolts and expansion shields drilled into construction, as per details on the plans.

25-59 BLAST HEATING COILS, PIPING AND CONNECTIONS

Provide all labor and materials to install the necessary steam and return piping to supply the various blast heating coils as erected. This contemplates the installation of all piping, fittings, valves, sleeves, front plates, hangers, etc., as shown and required and as specified for the direct system of heating.

The Heating Contractor shall set all the necessary control valves.

25-60 FILTERS

Furnish and install in connection with systems 1, 2, 3, and 4, permanent type, cleanable filters as specified below and complete with necessary frames and supports.

Filters for systems 1, 2, and 3 shall be American Air Filter Type MV multi-duty, self cleaning, automatic air filters of sizes noted on

25-60 FILTERS (Continued)

plans. Each unit shall consist of a series of panels of folded and crimped galvanized woven wire screens with free edges clamped to an armored section. Each assembly shall be equipped with a mechanical drive power by an electric motor. The motor shall be actuated by an electric timer to operate the drive every 12 minutes for a period of eight seconds to move the curtain one inch. Dirty filter sections shall be immersed in a bath of Viccosine or equal filter cleaner held in a filter vat constructed integral with the filter assembly. Design of filter shall be such that filter cleaning fluid cannot become entrained in air stream.

For System #4, install dry, metallic permanent, cleanable type filters similar to Forr-Air Permanent Filters. Install filters in a suitable filter frame with felted filter channels. Provide adequate access to filter bank.

25-61 COIL TRAPS

In the return from each blast heating coil section, furnish and install one float and thermostatic trap of size as shown in the schedules, complete with a strainer and a gate valve in the inlet connection to the trap. Provide a union connection on each side of each trap.

25-62 GALVANIZED IRON WORK

This Contractor shall furnish and install all of the galvanized iron ducts, plenums, etc., as shown on the plans and as necessary. This contemplates all supply and exhaust ducts throughout the building, all galvanized iron work, dampers, grilles, and registers necessary to leave system complete.

Galvanized iron shall be of best quality, constant in gauge and without any blemishes whatsoever.

Iron shall be of the following gauges:

(a) All rectangular ducts less than 18" wide, 26 gauge; 19" to 30", 24 gauge; and 31 to 60", 22 gauge.

(b) Coil housings and intake air plenums, 16 gauge, and rigidly braced with angle iron.

(c) Toilet exhaust and vent ducts, 24 gauge minimum.

Flat "S" cleats are to be used on long measurements of ducts up to 30", standard "S" cleats up to 36", and standing drive cleats above 36".

All ductwork and fan housings shall be well supported to prevent "breathing" and vibration. All galvanized iron work shall be air tight and all joints shall be made in the direction of air flow. Bends shall be easy with an inner radius of not less than the width of the elbow whenever possible.

25-62 GALVANIZED IRON WORK (Continued)

Sheet metal doors shall be provided where shown. All doors shall be made air tight with felt strips and provided with latches so that doors can be opened from outside and inside.

Horizontal runs of ducts shall be supported on not to exceed 8'-0" intervals on substantial galvanized iron hangers, designed to brace and support the ducts.

Hangers and supports shall support and brace the ducts in such a manner that the ducts will be absolutely rigid.

Ductwork shall be free from vibration when the systems are in operation and all ductwork having excessive vibration shall be provided with additional supports or braces at no extra cost to the Owner.

25-63 FLEXIBLE CONNECTIONS

At all intake and discharge connections to fans, furnish and install heavy asbestos connections 6" long. These connections shall be securely fastened to the ductwork by 1½" angles bolted through the sheet metal work with airtight gaskets.

25-64 GRILLES

Furnish and install the necessary grilles and registers to equip each and every opening connected with the venting and exhaust systems installed in the building. All grilles shall be furnished with prime coat and rubber gasket. The finish painting of all grilles will be done under another portion of the work.

Supply grilles shall be of the adjustable four-way deflection type with horizontal face bars and vertical back bars, Tuttle and Bailey #770 or equal.

Vent grilles in toilet rooms shall be of the perforated rectangular mesh type with 3/8" x 7/8" openings, and 1/8" frets and an effective area of 84 per cent. Each exhaust grille shall be equipped with a standard margin and prime coat as specified above, and in addition shall be equipped with a valve that can be manually operated by means of a knurled knob in the face of the grille.

Return air grilles shall be similar in appearance to supply air grilles, and shall have fixed horizontal face bars angled 22 deg. down. Tuttle and Bailey #70 or equal.

Ceiling outlets shall be of the aspirating diffusing type arranged for surface mounting Aerofuse Type S-1 31, Anemostat Type B or equal. All ceiling outlets shall be furnished in dull aluminum and shall be of size indicated on the drawings. Equip each outlet with an equalizing damper as hereinbefore specified.

All grilles and outlets shall be of sizes noted on the drawings.

25-64 GRILLES (Continued)

All grilles shall have standard margins and shall be furnished with a gasket. At grille locations, where same occur on a finished wall, furnish a 2" x 2" wood buck back of grille to provide an adequate base for securing grille.

25-65 TURNING VANES

Provide turning vanes at all square elbows indicated. Vanes shall be Tuttle and Bailey Type "B" or as approved.

25-66 CONDENSING UNITS

In connection with air cooling system, furnish and install where noted on plans and of capacities and characteristics as noted in schedules on the drawings, direct or belt driven reciprocating refrigeration compressors complete with built in compressor capacity control. Each unit shall be mounted on a steel frame.

The compressor unit shall consist essentially of a nickle alloy iron integrally cast crankcase and cylinder block assembly, renewable bearings, large suction and discharge manifolds to provide unrestricted gas flow and quiet operation, alloy iron pistons, steel die forged crankshaft, stationary metallic bellows type shaft seal, force feed lubrication system, and built in safety valves. The compressor capacity control shall provide for unloaded starting and capacity steps of 100%, 87½%, 62½%, 37½%, and 25% and control system shall be actuated from suction line pressure to match load conditions.

Each unit shall be equipped with a suitable condenser of the shell and tube type of size capacity and design recommended by the compressor manufacturer for the units involved.

Each unit shall be powered by a normal tongue induction electric motor of capacity to drive compressor at required speed under maximum loading. Each motor shall be furnished with all required overload and undervoltage protective devices. In addition each motor shall be equipped with an automatic reduced voltage starter of characteristics dictated by motor served.

With each assembly, furnish and install an automatic water regulating valve, motor rails, vibration isolators, muffler, oil safety switches, and all other specialties necessary to equip and balance the respective condensing units.

25-67 REFRIGERANT PIPING

Furnish and install all refrigeration piping necessary to connect the condensing units to the respective coils and to make all necessary interconnections around units and coils.

Refrigerant piping shall be hard drawn Type "L" copper tubing with wrought copper or tinned cast brass weld fittings. Fittings for liquid and hot gas lines shall be 300 lb. fittings; for suction lines 150 lb.

25-67 REFRIGERANT PIPING (Continued)

fittings. Joints shall be made with silver solder by mechanics experienced in all phases of this class of work.

Refrigerant piping 5/8" and smaller shall be supported on 6'-0" centers. Piping over 5/8" shall be supported on 8'-0" centers.

The Contractor shall lay out his own system of refrigerant piping commensurate with the specific characteristics of the condensing units used. The layout shall be submitted for approval before piping progresses. The system shall include the necessary filters, dryers, sight glass indicators etc. Connections between piping system and machines shall be made with flexible metallic connectors.

Make all water connections to condensers. Waste lines for condenser water shall be run as shown.

25-68 AUTOMATIC TEMPERATURE CONTROL (VENTILATION & AIR CONDITIONING SYSTEM)

This Contractor shall furnish and install in connection with the ventilation plant, a complete two-pipe pneumatic system of automatic temperature control, such system to consist of thermostats, motor operated valves, piping, motorized dampers, etc., necessary to control the temperature as outlined below. The system shall be as manufactured by Minneapolis-Honeywell, Johnson Service, or approved.

25-69 AIR COMPRESSOR, MAINS, ETC.

Furnish and install where shown, one electric, motor driven air compressor, complete with automatic governing valves and all other necessary equipment and of sufficient capacity to operate all dampers and valves in the system. Compressor shall be furnished complete with reducing valve to govern the outlet of compressed air into the system.

The air mains shall be of galvanized iron piping with malleable fittings; the piping shall be carefully run with due regard to drainage or condensation, with drip pockets wherever necessary, and shall be concealed from view to the greatest possible extent and protected against possible injury. All air piping outside the equipment rooms shall be concealed, and shall be installed back of the plaster where occuring in plastered walls. All air main shall be of sufficient capacity to handle all apparatus installed under this Contract.

All branch lines shall be equipped with an accurate gauge.

25-70 COIL VALVES

Coil valves shall be single seated and shall be direct or reverse acting as required to obtain control sequence as hereinafter specified. The Heating Contractor shall set all control valves. Coil valves shall be equipped with double diaphragms or gradutrol relays to eliminate control hunting.

25-71 CONTROL DAMPERS

Outside air, return air, and exhaust air dampers shall be as speci-

25-67 REFRIGERANT PIPING (Continued)

fittings. Joints shall be made with silver solder by mechanics experienced in all phases of this class of work.

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The Contractor shall lay out his own system of refrigerant piping commensurate with the specific characteristics of the condensing units used. The layout shall be submitted for approval before piping progresses. The system shall include the necessary filters, dryers, sight glass indicators etc. Connections between piping system and machines shall be made with flexible metallic connectors.

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25-71 CONTROL DAMPERS

Outside air, return air, and exhaust air dampers shall be as speci-

25-71 CONTROL DAMPERS (Continued)

fically manufactured for control purpose and shall be typical louvre multiblade dampers with parallel blades. All dampers as specified shall be operated by diaphram motors, which shall be installed by company furnishing controls, and which shall be equipped with double diaphrams or gradutrol relays. Dampers shall be set by Heating Contractor.

25-72 DUCT CONTROLLERS

Duct controllers shall be single or double point as required for control sequence and shall be located in good sample of air under its control. All controllers shall be gradual or intermediate acting, and, where specified, shall be arranged for reset operations.

25-73 SWITCHES AND RELAYS

All switches shall be mounted on a suitable box or panel and located and installed where directed. Relays shall be electro-pneumatic and shall be used as required and as hereinafter specified.

25-74 CONTROL SEQUENCE

The Contractor shall furnish all necessary control devices required to install a system to effect the control sequences noted and charted in the control schedules and diagrams. In the above diagrams no attempt is made to show the actual equipment required, but the Contractor shall furnish such equipment required to obtain the results noted.

Electro-pneumatic relays shall be installed to close steam valves and outside air dampers and to stop respective condensing units on stoppage of specific fan.

25-75 ADJUSTMENT

The system of regulation as a whole shall be complete and effective in the highest degree, and comprise all mechanism and parts necessary to its successful operation, whether herein specified in detail or not.

25-76 DIFFERENTIAL SYSTEM CONTROL (CONVECTOR SYSTEM)

The convectors shall be equipped with manual radiator valves as hereinbefore specified for control of the individual convectors. In addition, the convector system shall be zoned and each zone shall be automatically controlled to provide constant steam circulation and a regulated heat emission by varying the steam temperature in accordance with the outside effective temperature.

The system shall be Dunham "Differential", Webster "Moderator" or approved.

Generally, the system shall consist of a differential controller, a control valve, a control panel, a heat measuring or balancing device, a controller sensitive to outside effective temperatures and an indoor limiting resistance type thermostat.

25-76 DIFFERENTIAL SYSTEM CONTROL (CONVECTOR SYSTEM) (Continued)

Primary control shall be from the outside effective temperature controller which shall position the control valve in accordance with the heat demand of the building. The heat balancing device shall measure and control the heat supply while the differential control shall measure and control the differential between the steam and return lines, operating the vacuum pump to regulate the differential. The thermostat shall operate to provide control for building warm-up and to limit the maximum building temperatures.

All control functions shall be coordinated in operation and in accordance with a definite control cycle. The system shall be entirely automatic.

The convector system is divided into two zones as shown. Each zone shall be provided with an independent control system. The vacuum pump shall be common to both zones.

Control devices, traps, valves, and vacuum pump shall be acceptable for use in the system installed and all shall be of the "high vacuum" type.

The differential system, including all control wiring, shall be installed as part of the heating contract and in accordance with the recommendations of the manufacturer.

25-77 SERVICE CONNECTIONS

The Heating Contractor shall furnish all labor and materials to extend steam and condensate piping from the existing central steam distribution system to the new building. The new piping is to be run in an underground concrete trench as noted on the plans and as constructed under another portion of the work.

Make all connections to steam and condensate lines existing in present manhole designated M. H. "B-1" on the plans. Openings in present main are now capped.

Extend a steam and condensate line from point of connections to new building as shown, supporting same on pipe racks constructed as per detail and spaced on 10'-0" centers. Where pipe rolls are shown, same shall be Grinnell or equal cast iron rolls designed for the specific pipe size.

Anchors shall be provided at points noted and in accordance with the details.

Install "Adsco" or equal, internally-externally guided single or double slip expansion joints at points noted supporting same from tunnel floor as shown on the plans. Expansion joints shall be designed for 125 lb. W.P. After expansion joints have been in operation for a period of one year, Contractor shall repack the joints with a new packing, suitable for the use intended.

25-77 SERVICE CONNECTIONS (Continued)

At points of raise in the high pressure steam main, furnish and install inverted bucket traps of sizes noted. Pipe high pressure condensate to condensate cooler and thence to accumulator tank.

25-78 PRESSURE REDUCING STATION

Where shown, furnish and install the pressure reducing station to reduce the steam pressure to not more than 5 lbs. gauge. The pressure reducing rig shall be as diagrammed on the plans.

Install where shown, one single seated diaphragm type, weight actuated pressure reducing valve, capable of reducing the pressure from 35 lbs. to 5 lbs. and passing the quantity of steam noted. The pressure reducing valve shall be installed in strict accordance with the manufacturer's recommendations and shall have a 3½" valved by-pass installed around it. Install 4" pressure gauges on each side of pressure reducing valve and a 1¼" pop safety valve on the low pressure side as noted.

Install the gate valves and differential control valves as indicated on drawing and as hereinbefore specified.

25-79 CONDENSATE COOLER

Where shown, furnish and install one copper U-tube condensate cooler of size as noted on the drawings.

The cooler shall consist of a cast iron shell and head with seamless copper heat exchanger. Cooling water shall circulate in the shell. Condensate shall circulate in the tubes.

Erect cooler on an approved angle stand. Cold water supply to hot water tank shall pass first through cooler and thence to hot water tank.

25-80 HOT WATER TANK AND HEATER

Where shown, furnish and install one Code welded hot water storage generator. Size of tank shall be 42" diameter by 7'-0" long. Heater shall be integral with tank, shall be of the copper U-tube type and shall contain not less than 35 sq. ft. of heating surface.

Set tank on an angle iron stand as shown. Provide a 1" pressure and temperature relief valve and pipe outlet to floor. Install a dial thermometer in side of tank. Set relief valve at 100 lbs. and 210 degrees.

With tank, furnish and install one self-contained tank temperature regulator with valve in steam supply to heater and temperature sensitive bulb in tank. Valve shall be modulating in action and shall pass not less than 350 pounds of steam per hour assuming a 2 lb. drop through the valve.

The tank shall be painted with two coats of black asphaltum varnish after erection on the tank stand and before covering is applied.

25-80 HOT WATER TANK AND HEATER (Continued)

Furnish a 1" float and thermostatic trap in return connection from tank, complete with strainer and gate valve as specified under "Drip Traps".

Steam and return connections shall be made as part of the heating work. Water and drain piping will be done by the Plumber.

25-81 VACUUM PUMPS

Furnish and install at locations shown on plans, direct connected motor driven vacuum and low pressure return pump, complete with separate accumulator tank and automatic float and vacuum controls.

The pump shall be designed to handle full rating of not less than noted in the schedule on the plans discharging at pressure indicated. Pump motor shall be 208/60/3 phase, 1725 R.P.M. of power noted and complete with all safety switches and controls.

Vacuum pumps shall be Dunham, or approved and shall be of type required for operation in a differential vacuum return system.

Set pumps on a concrete base as heretofore specified for fans and motors.

25-82 CONDENSATE METER

Where shown, furnish and install one Cadillac or equal condensation meter having a maximum capacity of not less than 6500 lbs. per hour and arranged to pass 65 pounds of condensate per revolution.

The meter shall be of the rotary volumetric type, shall have a copper metering drum, roller bearings, an accurate machined gear train and dials reading in pounds.

Furnish and install the steel, verted receiving tank and equip same with angle iron stand. Discharge from vacuum pumps shall be piped to this tank. From bottom connection of tank extend pipe to meter inlet. Provide valved bypass around meter as shown.

Erect meter on a 6" high concrete base.

25-83 CONDENSATE PUMP AND RECEIVER

Furnish and install where shown, one Dunham Type C.H. or equal fully automatic condensate pump and receiver having a capacity of 20,000 sq. ft. E.D.R. at 30 lbs. discharge pressure and complete with automatic float controls.

Pump motor shall be 2 H.P. 1725 R.P.M. 208 volt 3 phase and shall be furnished with overload and undervoltage protection.

Pipe outlet of condensation meter to receiver inlet. Connect to pump discharge and extend line to underground pump discharge main as shown. Provide a valved drain in connection to receiver inlet.

25-84 PIPE AND TANK COVERING

All steam mains, risers and runouts throughout the work, and all drip lines shall be covered with 85% magnesia covering, standard thickness, with canvas jackets and lacquered brass bands spaced not over 18" apart.

Returns shall be covered with standard sectional 4 ply air cell covering.

All fittings shall be plastered up to full height of covering with magnesia plastic and covered with canvas jacket neatly applied.

The hot water tank shall be covered with 1½" asbestos blocks wired on and finished with ½" asbestos plastic and canvas jacket.

Refrigerant piping shall be covered with cork sectional covering, ice water thickness. Fittings shall be covered with molded cork insulation fittings of corresponding thickness.

The refrigeration condensers shall be covering with a wool felt anti-sweat covering. Cold water and waste lines serving condensers shall be covered similarly.

All supply ductwork shall be covered with ½" Duxsulation or equal duct covering glued to duct with Duxsulglue. Horizontal and vertical joints shall be taped. Fan housings, and coil plenums between supply fan inlets and coils shall be similarly covered.

All paste and bonding material used in pipe and tank covering shall be made rat proof.

Pipe covering in underground tunnel shall be waterproofed by wrapping with building paper wired into place and with joints mopped with tar or asphaltum.

25-85 WIRING

This Contractor shall furnish and set all necessary starting switches, etc., needed for equipment furnished by him, and shall set all motors, etc. The Electrical Contractor will bring power wiring to the fan rooms and other locations of mechanical apparatus and will terminate with the necessary disconnect switches. The Heating Contractor shall do all wiring from these points to equipment furnished under this contract. Comply with the specifications governing the electrical installation for the building. Run conduit under floors to motors and motorized equipment, stubbing up at equipment locations.

The pilot circuits from the pushbutton stations to magnetic starters for fan motors shall be furnished under the Heating Contract.

25-86 ELECTRIC CURRENT

Electric current available is 208 volt, 3 phase, 60 cycle, and 120 volt, single phase, 60 cycle A.C.

25-87 KITCHEN EXHAUST FAN

Where shown, furnish and install the kitchen exhaust fan complete with motor, V-belt drive, and vibration isolators.

The fan shall have a capacity of not less than 4000 c.f.m.; at 5/8" static pressure; an outlet velocity of not to exceed 1400 f.p.m.; tip speed shall be low enough to insure quiet operation.

The fan shall be of the centrifugal type with backward curved blades.

Fan motor shall be wound for 208 volt, three phase current; shall be of sufficient size to drive the fan under full load and shall be equipped with a magnetic starter and pushbutton control.

Provide a grease tight bolted access door in fan casing for cleaning purposes.

25-88 TESTING

All work shall be tested tight to 60 pounds per sq. in. cold water pressure.

All tests shall be made in the presence of Architect, and all work under such test shall show no displacements, straining, or any tendency to leak in any part.

Caulking of leaky or otherwise defective work will not be permitted.

25-89 PIPE TRENCH

The General Contractor will furnish all pipe trenches and pipe chases to carry and conceal steam and return mains and risers, but this Contractor shall be responsible for the location of stubs and openings.

The Heating Contractor shall furnish all necessary pipe supports, as hereinbefore specified and as necessary for properly installing piping in trenches and shall be responsible as to the correct location of each and every support.

25-90 PAINTING

All pumps, tank, stands and other auxiliary apparatus shall be painted by others. All uninsulated fittings, and all hangers, etc., in the underground tunnel and pipe trenches in building shall be painted two coats of black asphaltum varnish. All pipe covering in pipe trenches in building and in furred spaces in building shall be painted with one coat asphaltum paint.

All convectors and grilles shall be furnished with prime coat. Finish painting of convectors, grilles and exposed piping in finished rooms will be done by others.

All surfaces shall be thoroughly cleaned, brushed before painting.

25-91 CLEANING

This Contractor shall from time to time and whenever directed by the Architect, clean up and remove from the premises, all refuse material and rubbish arising from the work under the contract, and at the final completion of the work, leave the premises in an approved, clean and perfect condition.

Before putting the system in operation all piping shall be thoroughly cleaned and flushed, wasting all condensate to the sewer as directed.

25-92 BALANCING AND ADJUSTING

On completion of the work and before building is occupied, the Contractor with the assistance of the Architect's Mechanical Engineer, shall accurately test and balance the air distribution system.

The various air distribution systems shall be adjusted so that each air inlet and outlet delivers not less than the quantities listed on the plans.

The control systems shall be carefully adjusted and shall be operated by the Contractor to demonstrate their control.

It will be the Contractor's responsibility to perform the above tests and to make the necessary adjustments. The contract will not be considered fully executed until the system is balanced and adjusted.

The Contractor shall include in his bid the sum of $1000.00 which is to be used as an allowance to cover the cost of the services of the Mechanical Engineer for this work.

25-93 GUARANTEE

This Contractor shall furnish the Owner a written guarantee to repair or replace any defects caused by faulty workmanship or materials for a period of one year from date of job acceptance, and without cost to Owner.

25-94 VALVE CHARTS

Provide a glazed valve chart in each apparatus room showing location and purpose of all major valves. Install numbered brass plates to valve stem with chain.

ELEVATORS & DUMBWAITER

SECTION XXVI

26-01 - GENERAL

These specifications are intended to cover the complete installation of 2 passenger elevators in a first class workmanlike manner; and to include all work and materials in accordance with the drawings and as specified. The work shall comply with the requirements of the National Electric Code and shall be done in accordance with the Oregon State Code for Elevators.

All paragraphs apply equally to all elevators unless otherwise noted.

26-02 - GENERAL CONDITIONS

The work included under this specification is subject to the "General Conditions" preceding these specifications, and this Contractor shall be responsible for and governed by all of the requirements thereunder.

26-03 - DRAWINGS

Before beginning work, the Elevator Contractor shall prepare drawings necessary to show the general arrangement of the elevator equipment. These drawings must be properly approved before installation of the elevators.

26-04 - PERMITS, INSPECTIONS AND TESTS

The Elevator Contractor shall obtain and pay for necessary Municipal or State inspection and permit required, also make such tests as called for by the regulations of such authorities. These tests shall be made in the presence of the authorized representative of such authority.

26-05 - PAINTING

The Elevator Contractor shall paint all exposed metal work furnished under these Specifications, except as otherwise specified, a plain color after installation.

26-06 - GUARANTEE

The Elevator Contractor shall guarantee that the materials and workmanship of the apparatus installed by him under these specifications shall be first class in every respect; and that he will make good any defects, not due to ordinary wear and tear or to improper use, which may develop within one year from date of completion of the equipment.

26-07 - MAINTENANCE

The Elevator Contractor shall furnish maintenance and callback service of the equipment provided by him, for a period of three months after completion of his work. This service shall include regular examina-

26-07 - MAINTENANCE (Continued)

tions of the installation by competent and trained employees of this Contractor; and shall include all necessary adjustments, greasing, oiling, cleaning, supplies and parts to keep the equipment in perfect operation; except such parts made necessary by misuse, accidents or negligence not caused by this Contractor.

26-08 - SIZE AND CAPACITY

Each car platform shall be about 7'-0" x 6'-2".

Capacity: 3500 lbs. exclusive of complete cars, cables and ropes.

Speed: 300 feet per minute.

Travel: From basement floor to 5th floor, a distance of about 65'-0" serving six landings and six openings.

26-09 - WORK NOT INCLUDED IN ELEVATOR CONTRACT

Preparatory work in connection with the elevator installation shall be done by others and is to include the following for each elevator and dumbwaiter.

(a) Prepare legal hoistway properly framed and enclosed with suitable pit of proper depth. Furnish machine room and penthouse properly lighted and ventilated, including floors, access doors, ladders and guard rails as required. Furnish in place all supports for guide rail brackets, supports for elevator machine and sheave beams close to limits of hoistway, all as required and located in accordance with drawings.

(b) Provide electric feed wires including manually operated main line fused switch, or circuit breaker in machine room. The electric feeders are to be brought to the terminals of the elevator control panel. Provide suitable outlet near center of hatch for car lights; and machine room outlet for elevator signal equipment. Furnish electric power for testing and adjusting the elevator equipment. Power shall be available so that testing and adjusting can be completed in time to meet the contract requirements. Where temporary operation of equipment is desired necessary electric power shall be provided.

(c) Do all cutting and patching of beams, walls and masonry work required, including repairs to plaster; provide all chases and openings in walls or wall facing as required by the Elevator Contractor and shown in his drawings; do all painting of work other than that installed under this specification.

26-10 - POWER SUPPLY

The power supply for the elevator apparatus will be 220 volts, 3 phase, 60 cycles, alternating current.

26-10 - POWER SUPPLY (Continued)

The lighting supply will be 110 volts, 60 cycles, alternating current.

26-11 - MACHINE

The machine shall be the single wrap worm gear traction type with motor, brake, gearing and driving sheave mounted in accurate alignment on a cast iron or steel bedplate. The worm shall be steel, integral with the worm shaft and provided with an adjustable self-aligning ball bearing thrust designed to take the end thrust of the worm in both directions. Thrusts shall be removable without dismantling the machine. The worm gear shall be hobbed from a bronze ring, accurately fitted and bolted to the gear spider. Bearings shall be of anti-friction metal or roller bearings and equipped with suitable means for lubrication. The brake shall be Direct Current, spring applied, electrically released and designed to be applied instantaneously and automatically in the event that the power supply is interrupted for any cause.

26-12 - MOTOR

The motor shall be of the Direct Current reversible type especially designed for elevator service, wound for variable voltage operation.

26-13 - VARIABLE VOLTAGE CONTROL

Variable voltage control shall be effected by means of a uniformly varying D. C. voltage applied to the elevator motor. An individual motor generator set of compact design with bearings of ample size shall be provided for each elevator. This set shall be mounted on a cast iron or steel bedplate, properly aligned and balanced to eliminate vibration. The generator set shall comply with the A.I.E.E. Standards for continuous running under full load with a 50 degree C. temperature rise. If an exciter is required, it may be either an integral part of the main generator set or an independent unit. The motor generator sets shall have separate fields for self-leveling and shall be isolated from the machine room floor by suitable rubber isolation pads.

26-14 - CONTROLLER

The controller shall be the electro-magnetic type with an ebony asbestos or slate panel supported by an angle iron frame and with approved type switches, all designed for variable voltage control and to provide the operation as specified herein. The starting device for the generator set may be integral with the controller or separate. The controller shall be designed to open the power circuit automatically, apply the brake and bring the car to rest if any of the safety devices function or if the main power supply fails for any cause. All wiring on the controller shall be done on the back of the board in the factory and shall present a neat appearance. All contacts shall be the self-wiping, non-sticking type. Overload relays shall be provided.

An automatic remote control starter panel shall be provided for the motor generator set. This panel shall contain necessary switches and overload protection devices.

26-15 - AUTOMATIC SELF-LEVELING

The elevator shall be provided with a self-leveling feature that will automatically bring the car to the floor landings. This self-leveling shall, within its zone, be entirely automatic and independent of the operating device, and shall automatically correct overtravel as well as undertravel of the car at each landing. Leveling shall be accomplished regardless of load or speed and shall correct for stretch of cables. Stopping accuracy shall not exceed plus or minus 1/2".

26-16 - MACHINE AND CONTROLLER LOCATION

The machine and controller shall be placed directly over the hoistway, mounted on structural steel beams or channels furnished in place, with any necessary bearing plates, by the Elevator Contractor. These beams or channels shall be securely fastened to supports which will be provided by others.

26-17 - SOUND REDUCING

The Elevator Contractor shall provide necessary sound reducing materials, preferably rubber pads of proper density, to effectively isolate the machine from the machine beams or flooring.

26-18 - GUIDE RAILS

Guide rails for car and counterweight shall consist of planed steel tees, erected plumb, and securely fastened to the hoistway framing by heavy steel brackets. Guide rails for the car shall have a section of not less than 15 pounds per lineal foot; and those for the counterweight shall have a section of not less than 8 pounds per lineal foot. The ends of all guides shall be tongued and grooved, forming matched joints and connected with steel splice plates.

26-19 - BEAMS AND SHEAVES

Necessary steel overhead beams and sheaves shall be provided as required. The beams shall have a safety factor not less than that required by the Oregon State Code.

All sheaves including the governor sheave shall have smoothly machined grooves and flanges free from cracks, sandholes and other imperfections. Sheave diameters shall be not less than 40 times the diameter of the cable used.

26-20 - ROPES

Traction steel cables consisting of not less than six strands woven around a hemp center shall be provided. The size and number shall insure proper wearing qualities and shall provide as a minimum the safety factor required by the Oregon State Code. Governor ropes shall be 8 x 19 flexible steel.

26-21 - WIRING

The Elevator Contractor shall furnish and install complete all necessary insulated wiring to connect all parts of the equipment. All wire and traveling cables shall have a flame retarding and moisture resisting outer cover and shall be run in metal conduit, metallic tubing, wire ducts or raceways. Traveling cables shall be flexible and suitably suspended so that there is no strain on the individual conductors.

All material and work shall, as a minimum, comply with the requirements of the National Electric Code.

26-22 - AUTOMATIC TERMINAL STOPS

The elevator shall be equipped with an automatic stopping device, arranged to bring the car to a stop at the terminal landings independent of the regular operating device in the car. Final limit switches shall be provided in the hoistway, operated by the car and arranged to stop the car and prevent normal operation, should it travel beyond the zone of the normal stopping device.

26-23 - GUARDS

Miscellaneous guards shall be provided as required by the Oregon State Code for Elevators.

26-24 - CAR FRAME, SAFETY & GOVERNOR

The car frame shall consist of steel channels and shapes securely riveted, bolted or welded and designed to relieve the car enclosure of all strains.

A gradual stopping safety device complying with the requirements of the Oregon State Code for Elevators shall be mounted on the bottom members of the car frame. The safety device shall be arranged to bring the car to a stop in the event of excessive descending speed and shall be operated by a centrifugal governor located over the hoistway. Provisions shall be included to shut off the power supply to the elevator motor whenever the safety sets.

Provision shall be made to permit resetting the safety device without the necessity of using special tools or obtaining access to the underside of the car platform.

26-25 - COUNTERWEIGHTS

The elevator shall be suitably counterbalanced for smooth and economical operation. Cast iron weights shall be contained in a structural steel frame properly guided with guide shoes of the same type as those provided for the car frame. The counterweight shall be equal to the weight of the complete elevator car and about 40% of the specified capacity load.

26-26 - CAR PLATFORM

The car platform shall consist of a structural steel frame, filled with two layers of wood flooring. The top wood flooring shall consist of T & G yellow pine, not less than 25/32" thick. The underside of the car platform shall be covered with sheet steel. Metal threshold plates with machined grooves if required shall be provided. The platform shall be mounted on rubber pads supported on an auxiliary steel frame fastened to the car frame. This arrangement shall form an isolating cushion between the car and steel car frame.

Rubber tile floor covering not less than 1/4" thick, of approved design, color and quality shall be laid on 1/16" thick asphalt felt, all securely cemented to the top wood flooring.

26-27 - BUFFERS

Suitable oil buffers shall be provided for car and counterweights. Buffers for the car shall be spring return, and for the counterweights shall be gravity return. Pipe struts and steadiers for buffers shall be provided if required.

26-28 - ROLLER GUIDES

Car and counterweights shall be equipped with roller guides of approved design. These guides shall be mounted on the top and bottom of car frame and counterweight frame. Each roller guide shall consist of a set of three rubber tired wheels to run on the three finished rail surfaces. The wheels shall be equipped with ball bearings and shall be held in contact with the rail surfaces by adjustable springs. Roller guides shall run on dry unlubricated guide rails.

26-29 - COUNTERWEIGHT SCREENS

Furnish and install substantial metal counterweight screen guard of required length at the bottom of the hoistway.

26-30 - OPERATION AND CONTROL

The operation shall be signal control. The operating device shall consist of an operating panel mounted flush in the car enclosure, and shall contain a starting lever, a series of pushbuttons to correspond to landings served, and the various additional switches including emergency stop, non-stop, reversal, light, and key operated motor-generator starting switch and pilot light. One riser of hall pushbuttons shall be provided with "up" - "down" buttons at the intermediate landings and single buttons at the terminal landings.

The operation shall be as follows:

The attendant presses the buttons in the car operating panel corresponding to the floors requested by the passengers. He then moves the switch handle to the start position, which when the interlock circuit is closed, shall cause the car to start automatically and accelerate to full speed. The car shall slow down and stop automatically level at the desired

26-30 - OPERATION AND CONTROL (Continued)

floors, irrespective of the position of the switch handle; and the stops shall be made in sequence and irrespective of the order in which the car buttons or hall buttons are pressed. The car shall automatically stop level at the floor landings in the same manner in response to the pressing of the corresponding hall buttons. The first car approaching the floor in the desired direction shall cause a directional signal light, at the floor landing, to indicate to the waiting passenger, well in advance of its arrival, and it shall automatically stop at that floor. The signal light shall be extinguished when the car leaves the floor.

The non-stop switch when held in the "on" position shall cause the car to pass the landing calls, but these calls shall remain registered for the next approaching car to answer. The non-stop switch shall not effect the stopping of the car in answer to the car button calls.

The reversal switch shall permit the reversal of the car anywhere in the hoistway without making a full trip, if such is desired. The car shall be arranged to stop immediately, independent of the normal stopping mechanism, when the emergency stop switch is operated.

The control shall be so arranged that the cars will not invariably make a complete round trip in the hoistway, but shall reverse automatically at the landings corresponding to the highest registered call of either the car or landing buttons. When the car approaches the highest call landing the proper hall signal lamp shall indicate the direction that the car will next travel. Each car operating box shall contain a pilot light, which when illuminated shall indicate that unanswered calls are registered above the car. This pilot light shall be automatically extinguished as soon as calls above the car have been answered.

Each hall pushbutton plate shall be provided with direction arrow light jewels, arranged so when a button is pressed the corresponding arrow shall illuminate to indicate the direction of the call which was registered.

The controllers shall be interconnected so that the proper car will respond to the various landing calls by automatic selection, and shall maintain systematic spacing of the cars to minimize delays.

Car #1 shall be arranged for optional automatic operation without attendant. For this purpose, the car operating panel shall be provided with a key operated switch, an alarm button and a door open button. When the key switch is turned to the operative position, the control of the elevator shall be automatic on its car buttons and the regular landing buttons. The other car shall be disconnected from the landing buttons.

When on automatic operation, a home landing is to be established at the main floor where the car shall automatically return and remain when no calls are registered. The car shall park at the ground floor with its doors closed. The pressure of the ground floor landing button shall cause the doors to open.

26-30 - OPERATION AND CONTROL (Continued)

The car shall be arranged to respond to the momentary pressure of car and landing buttons and shall answer all car and "up" calls during its up trip; and similarly car and "down" calls during its down trip. The doors shall be arranged to open and close automatically at each stop, and the closing speed of the doors limited to a speed of about 1 foot per second. The doors shall remain open at each stop for a predetermined time interval before they again close. The pressure of a landing button at the floor where car is standing will reopen the doors.

When the car is on automatic operation, the motor-generator set shall stop automatically after a predetermined time when the car has returned to its home landing, provided no other calls are registered. The pressure of a car or hall button shall again initiate the starting of the motor-generator set, and continue running as long as there are calls registered.

The car doors shall be provided with a protective device extending the full height and projecting beyond the front edge of the doors. This device shall be so arranged that should it touch a person or any obstruction in its path, while the car doors are closing, it shall automatically cause both the car doors and the hoistway doors to return to the open position. The doors shall remain open until the expiration of a time interval and then close automatically. The pressing of a car button, once the doors are fully open, shall cause the doors to close immediately.

26-31 - CAR AND HOISTWAY DOOR OPERATORS

Doors on the car and each hoistway landing shall be equipped with high speed electric operators, which shall open and close the car doors and the hoistway doors at any landing simultaneously, and shall be capable of opening or closing speed of three feet per second without slam or shock. Electric power shall be used for the opening and spring power for the closing of the doors. All door operating levers shall be constructed of steel members and their pivot points shall have ball or roller bearings. Both the door opening and closing motion shall be cushioned by adjustable liquid checks, permitting individual adjustment for each landing door.

Each hoistway door shall be equipped with a positive electro-mechanical interlock and latching device so that the elevator can be operated only after the interlock circuit is established. The latching device shall permit the starting of the car when the hoistway doors are within about 4" of the fully closed position, but prevent reopening of the doors from the landing side within this position. The doors shall continue to the fully closed and locked position. The apparatus shall be so arranged, that in case of interruption or failure of electric power from any cause, the doors can be readily operated by hand from within the car. Emergency devices and keys for opening the doors from the landing shall be provided as required by the local codes.

The doors shall open automatically while the elevator is leveling at the respective landing. They shall be closed by the movement of the operating device to the "on" position. During the closing motion, it shall be possible to quickly reverse and again open the doors by a movement of the operating lever.

26-32 - CAR ENCLOSURES

The cars shall be of metal construction, essentially similar to Otis Design #154 and including:

Lighting: Indirect Fluorescent across entire front of car.

Ventilation: Single speed blower with plenum chamber. Continuous vent openings at ceiling and under light trough. Perforations in base.

Colors: Three tone solid colors. Ceiling vent moulding in natural bronze.

Handrail: Of bronze, on two sides and rear and continuous at corners.

Heater: Flush, built in, 1000 watt unit of approved design.

Car seat: Folding seat with all exposed metal parts of natural bronze.

Entrance columns: With curved profile and in natural bronze.

Hooks and Protective Pad (each car).

26-33 - CAR DOORS

The car entrance shall be provided with center opening doors with flush surfaces. Panel rigidity shall be obtained by suitable steel reinforcement. The car side surface of doors shall be of the same material and finish as the interior of the car. Doors shall be hung on rubber tired sheave hangers, with sheaves not less than 3 1/4" diameter running on a polished steel track, and guided at the bottom by non-metallic shoes sliding in a smooth threshold groove.

26-34 - CAR POSITION INDICATOR

An electric position indicator of approved design shall be provided in each elevator car. Indicator shall consist of a finished face plate with glass numerals behind each of which will be a small shielded light bulb, so arranged that as the car travels through the hoistway, its position shall be indicated by the illumination of the numeral corresponding to the landing at which the car is stopped or passing.

26-35 - HALL LANTERNS

Furnish and install Up and Down waiting passenger lanterns with single stroke gongs at intermediate landings except main floor and single lanterns with single stroke gongs at terminal landings, a total of 10 openings, similar to Otis #6591A.

As soon as a car has reached a predetermined distance from the floor, and is going to stop at that floor, the corresponding hall lantern will be illuminated and the gong will sound whether the hall button has been pressed or not, the hall lantern will remain illuminated until the

26-35 - HALL LANTERNS (Continued)

car has left the landing. Should a car, in making a floor stop, overtravel a short distance, the hall lantern for that floor shall remain illuminated, indicating the original direction of travel of the car.

26-36 - HALL POSITION INDICATORS

An electric position indicator of approved design shall be provided over the elevator doors on the main floor of each elevator. Indicator shall consist of a finished face plate with numerals behind each of which will be a small shielded light bulb, so arranged that as the car travels through the hoistway, its position will be indicated by the illumination of the numeral corresponding to the landing at which the car is stopped or passing, thus indicating the position of the car in the hoistway at all times. Similar to Otis #6770A, combination hall lantern and position indicator.

26-37 - DOOR HANGERS AND TRACKS

Furnish and install for each hoistway sliding door, sheave type two point suspension hangers and tracks complete. Sheaves shall be hardened steel, ground and not less than 3 1/4" diameter with large ball bearings properly sealed to retain grease lubrication, and shall be mounted on steel housings, arranged for attaching to the doors by two cap screws. Hangers shall be equipped with ball bearing adjustable rollers to take the upthrust of the doors. Tracks shall be cold drawn steel of heavy section with surfaces shaped to conform to the tread of the hanger sheaves and rollers.

Suitable means shall be used to transmit motion from one door panel to the other.

26-38 - HOLLOW METAL ELEVATOR ENTRANCES

(a) Basement & Upper Floor:

The Elevator Contractor shall furnish and install at each entrance to each elevator, with the exception of the first floor, a total of ten, a complete center-opening, hollow metal entrance, consisting of rough bucks, frames, doors, sills, facia plates, sight guards, half length strut or closer angles, hanger headers, hanger cover plates, with hardware, accessories and finish as detailed. Clear openings shall be about 3' 6" wide by 7'0" high.

All materials, workmanship and finish shall conform with the highest standards of the hollow metal industry. Doors and frames shall be fabricated from furniture steel free from scale and pit marks. All necessary cutouts and reinforcements for hardware and operating devices shall be made in the manufacturer's factory before the finish is applied.

All work shall be smooth, free from warping or buckling, clean cut, straight and true. Miters shall be neat and in alignment. No weld marks shall show and exposed welded joints shall be ground flush before the finish is applied.

26-38 - HOLLOW METAL ELEVATOR ENTRANCES (Continued)

Finished frames shall be unit type not less than 14 U.S. gauge furniture steel with curved profile and detachable sight guards 5" wide.

There shall be two 3" x 3" x 5/16" angles per floor extending from the sills to the head of opening above, fastened rigidly top and bottom.

Hangers headers shall be formed of 3-16" thick steel, rigidly secured to these angles to provide support for the frames, hangers, and doors.

Sills at all 5 floors shall be cast iron, one piece castings extending to the hatch side of the jambs and provided with accurately machined grooves. Sills shall be fastened with heavy steel brackets and grouted in place, if necessary.

Doors shall be the flush slab type, made of not less than 18 U.S. gauge furniture steel, properly braced to form a rigid unit. Doors shall be square, flat and true, free from warp or twist with all joints welded full length. Doors shall be filled with approved insulating material and reinforced for hangers, door operators, and hardware. The bottom of each door panel shall be provided with two laminated phenolithic canvas guides, readily removable without the necessity of removing the door or dismantling the door devices.

Finish shall be baked enamel in accordance with the highest standards of the hollow metal industry. All surfaces shall be thoroughly cleaned and coated with rust inhibiting paint before fabrication and with sufficient coats of mineral filler baked on and sanded to insure an absolutely smooth surface. The final finish shall be solid color baked enamel, as selected.

Hanger covers shall be made of No. 14 U. S. gauge furniture steel, and shall be so constructed as to permit access for servicing hangers.

The facia plates shall be made of No. 14 U.S. gauge steel and shall extend from top of hanger to sill above. Facia plates shall be properly reinforced and shall be designed to conform to details shown on the plans. Provide all necessary supports required to secure facia plates in place.

The doors for each entrance shall be hung on sheave type 2 point suspension hangers with sealed ball bearings not less than 3-1/4" in diameter. Tracks shall be ground and hangers shall be provided with ball bearing up thrusts. Doors must be smooth and quiet in operation.

(b) First Floor Passenger Elevator Entrances:

The elevator Contractor shall also furnish and install two additional entrances at the first floor, these to be similar to the other entrances, except that -

26-38 - HOLLOW METAL ELEVATOR ENTRANCES (Continued)

Doors shall have a bronze facing, with ornamentation as shown on the plans.

Frames shall be of bronze.

Sills shall be of Bronzalun.

PLUNGER ELECTRIC SIDEWALK ELEVATOR

26-30 - WORK NOT INCLUDED IN ELEVATOR CONTRACT

Preparatory work in connection with the loading platform elevator installation shall be done by others and is to include the following:

(a) Prepare legal hoistway properly framed and enclosed, with suitable pit of proper depth; furnish machine room properly lighted and ventilated; supports for guide rail brackets close to limits of hoistway, and adequate supports for the cylinder; all in accordance with drawings furnished by the Elevator Contractor.

(b) Provide electric feed wires to the terminals of the elevator control panel including manually operated main line fused switch in machine room. Furnish electric power and water for testing and adjusting the elevator equipment. Power shall be available so that testing and adjusting can be completed in time to meet the contract requirements. When temporary operation of equipment is desired, necessary electric power shall be provided.

(c) Do all cutting and patching of beams, walls and masonry work required, including repairs to plaster; provide all chases and openings in walls or wall facing as required by the Elevator Contractor and shown in his drawings; do all painting of work other than that installed under this specification.

(d) Provide sidewalk doors and screens.

(e) Provide a water supply pipe (and drain) to the reservoir tank.

(f) Provide concrete foundation for pumping plant and cylinder head.

26-40 - SCOPE OF WORK

The work covered by this specification shall consist of furnishing and installing elevator equipment complete as described below with all elevator apparatus, material and work required to make the elevator installation complete and operative when current is supplied to the control equipment, excepting only such material and work definitely indicated in this specification as not included.

26-40 - SCOPE OF WORK (Continued)

In all cases where a device or a part of the equipment is herein referred to in the singular number it is intended that such reference shall apply to as many such devices as are required to complete the installation.

26-41 - WORK INCLUDED

One plunger electric sidewalk elevator.

26-42 - PLATFORM SIZE

6'-0" x 6'-0".

26-43 - CAPACITY AND SPEED

2000 lbs. at 35 F.P.M.

26-44 - TRAVEL, STOPS & OPENINGS

About 13'-0"; 2 stops -basement and loading platform.

26-45 - TYPE OF CONTROL

Handrope and chain.

26-46 - POWER SUPPLY

The power supply for the elevator apparatus will be 220 volts, 3 phase, 60 cycles, alternating current.

26-47 - PLUNGER AND CYLINDER

A plunger and cylinder of adequate size shall be mounted beneath the center of the elevator platform. The plunger shall be constructed of selected steel tubing perfectly straight and turned true and smooth and shall be fastened to the elevator platform supporting beams by suitable structural construction as approved. The plunger must be of adequate strength to support the loaded car without deflection or distortion.

The cylinder shall be constructed of standard steel pipe and of sufficient thickness to withstand a test pressure of 400 lbs. per square inch. It shall be provided with a properly designed stuffing box screwed to the cylinder and provided with approved packing, necessary gland, and outlet for the pressure pipe from the pump. All plugs and couplings shall be watertight.

The plunger and cylinder shall be installed perfectly plumb and must operate freely with a minimum friction.

26-48 - WELL FOR CYLINDER

The well for the cylinder shall be sunk into the ground by the Elevator Contractor. He shall base his bid upon heavy gravel excavation. Others than the Elevator Contractor shall furnish the necessary power and water required for the drilling.

26-49 - PUMPING PLANT AND PIPING

A vertical pumping plant installed in a steel storage tank shall be provided. The tank shall have at least 15% reserve capacity. The motor shall be the squirrel cage alternating current type, specially wound and designed for the service requirements, with high torque, low starting current and low slip. The motor shall be direct connected to the pump and the entire assembly provided with necessary ball type thrust bearings. The entire unit shall be of high efficiency, quiet in operation, and free from vibration.

The fluid used shall be pumped from the tank into the cylinder on the UP trip and shall return into the tank on the DOWN trip. All necessary standard black piping of adequate size shall be provided between the pumping plant, operating valve, and cylinder, assembled complete with necessary check valves, gate valves, unions, elbows, etc.

The pumping plant will be located on the basement floor immediately adjacent to the hoistway.

26-50 - OPERATING VALVE - LEVER TYPE

A 2-inch or larger lever operated valve shall be furnished. The lever shall be directly connected to the operating hand line in the hoistway and arranged to open and close the valve by means of a traveling stem within a bronze liner. Leather or composition cups shall be provided on the stem to shut the water off gradually by means of graduated openings in the liner to produce smooth and gradual stops of the elevator in both directions. The valve shall be provided with a contact which will start and stop the pump in the UP direction.

26-51 - CONTROLLER

An electro magnetic starting switch shall be provided to start the pump. Thermal overload relays shall be included. The controller shall be enclosed in a metal box and mounted either on the pump motor or independently.

26-52 - METHOD OF OPERATION

Hand Rope Control shall be provided consisting of a flexible steel hand rope in the hoistway serving the basement opening to the elevator. The rope shall be the flexible tiller type, including necessary idler sheaves, and stop balls. A chain extending thru the platform and connected to the hand rope will permit operation from the platform at the loading platform.

26-53 - WIRING

The Elevator Contractor shall furnish and install complete all necessary insulated wiring to connect all parts of the equipment. All material and work shall, as a minimum, comply with the requirements of the National Electric Code.

26-54 - GUARDS

Miscellaneous guards shall be provided as required by the governing code.

26-55 - CAR PLATFORM

The car platform shall consist of a heavy structural frame securely riveted, bolted, welded or tied together. Steel or timber intermediate stringers as required by the capacity shall be provided. Steel thresholds shall be furnished at entrances and necessary flooring of approved thickness, securely nailed to wood stringers, shall be provided. The finished flooring shall be not less than 25/32-inch thick clear tongue and groove maple. The car platform will be provided with substantial bow-iron.

26-56 - GUIDE RAILS

Guide rails for the car shall consist of planed steel tees erected plumb and securely fastened to the hoistway framing by heavy steel brackets, and having a section of not less than 16 lbs. per lineal foot. The ends of the guides shall be tongued and grooved forming matched joints, connected with steel splice plates. Rails, brackets, and guide backing shall be installed in compliance with the requirements of the governing code.

26-57 - MAINTENANCE

The Elevator Contractor shall furnish maintenance and call back service of the equipment provided by him, for a period of three months after completion of his work. This service shall include regular examinations of the installation by competent and trained employees of this Contractor; and shall include all necessary adjustments, greasing, oiling, cleaning, supplies and parts to keep the equipment in perfect operation; except such parts made necessary by misuse, accidents or negligence not caused by this Contractor.

DUMBWAITER

26-58 - SCOPE OF WORK

The work covered by this specification shall consist of furnishing and installing dumbwaiter equipment complete as described below with all apparatus, material and work required to make the dumbwaiter installation complete and operative when current is supplied to the control equipment, excepting only such material and work definitely indicated in this specification as not included.

In all cases where a device or a part of the equipment is herein referred to in the singular number it is intended that such reference shall apply to as many such devices as are required to complete the installation.

26-59 - WORK INCLUDED

One Electric Automatic Dumbwaiter.

Car Box Size: 36" x 36" x 48" high.

Capacity and Speed: 250 lbs. at a speed of 100 ft. per minute, in addition to the weight of complete car and ropes.

Travel, Stops and Openings:

Travel from Basement to 3rd Floor--39 ft. 0 in.
4 Stops.
5 Openings.

(Reverse Openings at 2nd).

26-60 - TYPE OF CONTROL

Multi-button Call and Send with full nest of buttons at each opening.

26-61 - POWER SUPPLY

The power supply for the Dunbwaiter apparatus will be 220 volts, 3 phase, 60 cycles, alternating current.

26-62 - MACHINE, BRAKE AND MOTOR

The machine shall be of standard manufacture of the traction type with motor, break, bearing and sheave mounted accurately on a structural steel or cast iron bedplate. The worm shall be steel, integral with the worm shaft and provided with ball bearing thrusts designed to take the thrust of the worm in both directions. Thrusts shall be removable without dismantling the machine. The worm gear shall be accurately hobbed from a bronze ring. Bearings shall be of anti-friction metal or roller type properly lubricated. The brake shall be the magnet type, spring applied, electrically released and shall be applied instantly and automatically in the event power supply is interrupted for any cause. The motor shall be the reversible type designed for dumbwaiter service, with high starting torque and low starting current and especially wound for the current specified.

26-63 - MACHINE LOCATION

The machine shall be located in the Basement at the side of the hoistway.

26-64 - CONTROLLER

The controller shall be the electro-magnetic type with ebony asbestos or slate panel supported on an angle frame with approved type switches and shall accomplish the operation specified. The controller shall be designed especially for the current specified and all wiring

26-64 - CONTROLLER (Continued)

shall be done on the back of the board in the factory and present a neat appearance. In addition to all necessary operating switches a reverse phase relay and overload relays shall be provided.

26-65 - OPERATION AND CONTROL

Operation shall be multi-button call and send. A complete bank of operating buttons at each floor containing buttons numbered to correspond to the various floors shall be provided. The momentary pressure of the designated button shall dispatch the car to its corresponding landing or summon the car to the landing at which it is pressed, provided that all doors are closed. Buttons shall be inoperative while the car is in motion or if a hoistway door is open. Call buttons shall also be inoperative for five seconds after the car stops at a floor or after a door is closed, to permit normal use without interference.

Button nests shall be flush mounted of substantial construction and provided with standard metal face plates. All contacts shall be of the wiping type.

It is the intent of this type of control to be able to dispatch the dumbwaiter from any floor to any other floor and summon it to any floor.

26-66 - GUIDE RAILS AND SHEAVES:

Planed steel tees weighing not less than 8 lbs. per foot shall be installed plumb and true and securely fastened to the building structure by heavy steel brackets, and in accordance with the requirements of the Safety Code governing. All sheaves are to be the best grade cast iron, machine grooved, provided with steel shafts, supported in properly lubricated bearings.

26-67 - CAR BOX

A heavy welded steel car box not less than No. 16 U. S. Gauge properly reinforced and braced shall be provided. Necessary machined guide shoes shall be furnished. The car shall be painted in the factory with two coats of grey paint.

26-68 - ROPES

Special steel hoist ropes of a size and number to insure proper wearing qualities shall be provided and as a minimum shall comply with the safety factor requirements of the Safety Code governing.

26-69 - WIRING

All wiring shall be installed in conduit and as a minimum shall comply with the requirements of the National Electric Code and all local ordinances.

26-70 - LIMIT STOPS

Limit switches shall be provided to bring the car to an automatic stop at the terminal landings independent of the regular operating devices.

26-71 - ENTRANCES

At each opening, a total of five steel dumbwaiter entrances of standard type and manufacture shall be provided, all in accordance with the recognized standards of the dumbwaiter door manufacturing industry. The doors shall be provided with ball-bearing sheaves, special roller chains, steel guides, vision panels and metal pulls. All doors shall be of hot-rolled steel, properly reinforced and painted with two coats of prime grey paint. Entrances shall be complete with sills, jambs, and necessary supports, in accordance with the plans and details, and as approved by the architect. Final painting shall be done on job by others.

Opening sizes and type of doors shall be as follows:

At Basement--	40" x 58" Bi-parting (10" Removable Panel)
All others---	36" x 48" Bi-parting

26-72 - DOOR INTERLOCKS

Interlocks operated by a cam on the car shall be provided.

26-73 - SIGNALS

Car light and "Door Open" buzzer shall be provided.

LIGHTING FIXTURES

SECTION XXVII

27-01 - SCOPE OF WORK

(1) These specifications, and the drawings accompanying same, are intended to include the complete manufacture, erection, and connection to the wiring system in the building, of lighting fixtures described herein.

(2) Fluorescent and Incandescent lamps are included in this contract, and shall be installed in the fixtures by the Contractor at the time of installation.

(3) All fixture outlets shown on the plans are to have fixtures, and are to be included in this estimate.

(4) If not specifically mentioned herein, fixture shall be similar to those in like locations.

(5) This Contractor shall verify all measurements at the building. He shall familiarize himself with such electrical work as may pertain to his own contract.

(6) This Contractor shall furnish plaster rings for all recessed fixtures. Plaster rings will be set by others.

27-02 - COMPETENCY OF BIDDERS

Proposals shall be considered only from individuals, firms or corporations regularly engaged in a business covered by these specifications and possessed of sufficient financial, technical and artistic ability, equipment, and organization to insure the speedy and satisfactory completion of the contract, and who has established a satisfactory record for expediency of contracts of similar character and magnitude.

27-03 - FIXTURES - GENERAL

Fixtures included in this specification shall be of high quality material and workmanship.

Fixture drawings show the type and size of the equipment required.

The design of the fixtures, both in scale and outline, shall be strictly adhered to. No change in design, construction or quality of material shall be considered unless a complete sample or full size detail drawings are submitted to the Architect for approval before five days of the opening of the Bid. Such drawings shall give sufficient information as to design, detail, workmanship, efficiency and general utilization so that the Architect can easily determine whether or not such substitutes are in accordance with these specifications.

Each fixture shall be provided with the type and number of sockets that will adequately accomodate the size and quantity of lamps indicated on the working plan.

27-03 - FIXTURES - GENERAL (Continued)

All fixtures shall be in strict accordance with rules and regulations of the National Board of Fire Underwriters, and label giving evidence of inspection and approval shall be attached to each fixture.

27-04 - SHOP DRAWINGS

Full size working drawings, showing construction, thickness of metal, arrangement for re-lamping, and all mechanical parts shall be presented to the Architect for approval immediately upon the placing of this contract. The Architect reserves the right to make such corrections in the full size details as he may deem necessary.

No material shall be manufactured, nor delivered to the building until such working drawings have been approved by the Architect.

27-05 - FIXTURES

TYPE A shall be a continuous, surface mounted type fluorescent ceiling fixture. The inner cabinet or housing enclosing the ballasts shall be formed of steel, not less than 22 gauge. The wiring channel shall be equipped with sockets to accommodate lamps and wattage as indicated on the plans. The sockets shall be securely backed with metal plates to prevent spreading. Ballasts shall be high power factor, Westinghouse, General Electric, or approved equal. Each four foot section shall be equipped with a hinged door, fitted with a bent Glass panel. Glass shall be Corning ribbed Albalite, 48 inches in length, 12" in width and 4-1/2" in depth. The frame, or door, holding the panels shall be rigidly constructed. The hinges shall be adequate in size and the fastening, or latch, shall be so arranged that re-lamping is easy and safe. The latch that holds the door in position shall be constructed so that an upward pressure on the glass will release the lock and allow the door to swing downward without the necessity of any other mechanical manipulation. When the door is swung in a closed position, the latch shall easily be snapped to hold the door securely. Glass shall be highly efficient, with no selective color absorption. Reflectors shall be Alzak or KEM treated. Relative positions of reflector, lamps as specified, and glass shall be coordinated as to give maximum efficiency and wide distribution of light. Wiring channel shall be so constructed as to give easy access to the auxiliary equipment. Fixture shall be of permanent, rigid construction so as to eliminate all chance of warping, sagging, or cracking of glass. Adequate heat ventilation shall be provided for auxiliary equipment. Outer finish of metal parts shall be dull silver, or in a finish as selected later by the Architect. Fixture shall be Baker-Barkon Company No. S5040, or approved equal.

TYPE B shall be a recessed semi-flush ceiling fixture, consisting of a heavy inbuilt cabinet and reflector with a flange that shall fit against the surface of the ceiling. Fixture shall be equipped with a spun metal plaster stop. Inner reflector shall be polished. Adequate means of supporting the fixture to the plaster ring shall be provided so that no sagging or gap is visible between the outer flange and ceiling. Fixture is to be mounted with a homogeneous monax glass bowl of a size as indicated on the fixture drawings. Exposed metal portions of the fixture shall be in a bronze color or in a finish selected later by the Architect.

27-05 - FIXTURES (Continued)

Fixture shall be Baker-Barkon No. S5154, or approved equal.

TYPE C shall be a standard R L M ceiling type industrial dome reflector complete with ceiling flange and fittings.

TYPE D shall be a shallow ceiling fixture spun of twenty gauge steel, finished chrome plate. Glass shall be of a size to adequately accommodate lamps and wattage indicated on the electrical plans.

Fixture shall be Art Metal Company No. 48, or approved equal.

Glass shall be Phoenix Glass Company No. 5807, or approved equal.

TYPE E shall be a five light recessed ceiling fixture consisting of a cabinet constructed of twenty gauge lead coated steel. The lamps shall be properly focused over the glass panel and lens so as to give even and wide distribution of light. The reflector shall be especially treated aluminum or alzac for broad light transmission. The bronze frame shall be securely fastened to the cabinet so that no light leak shall appear around the edge of the fixture. All castings shall be made from hand chased, metal, master patterns, and shall be free from all defects. Fixture shall be so constructed to render cleaning and re-lamping practical. Center lens shall be Corning Glass Works No. 545650, 12 inch, wide angle. Outer glass shall be satin finish plain Alba. Fixture shall be finished brushed bronze in a color selected by the Architect. Full size working drawings of bidder's interpretation of this fixture shall be presented to the Architect immediately upon the letting of this contract.

TYPE F shall be a spun brass or steel ceiling fixture, chromium plated.

TYPE G shall be a standard recessed EXIT box equipped with a steel frame and plate with cut out letters as shown. Fixture shall be in a finish to match the color of the wall where installed.

Fixture shall be Fouch Electric Manufacturing Company No. 1.

TYPE G-1 shall be the same as type G with the exception that the lettering shall be STAIRS.

Fixture shall be Baker-Barkon Company No. S5685.

TYPE H shall be an exposed bracket type fixture consisting of a heavy spun flange finished the same as the wall on which it is placed. The background glass shall be green and letters shall be white.

Fixture shall be Art Metal Company No. 209, or approved equal.

TYPE I shall be a ceiling type EXIT fixture consisting of a bronze cabinet with a door at one end for re-lamping. The glass shall have a metal back. Letters shall be five inches high and etched in crystal glass one half inch in thickness. Finish shall be brushed bronze as selected by the Architect.

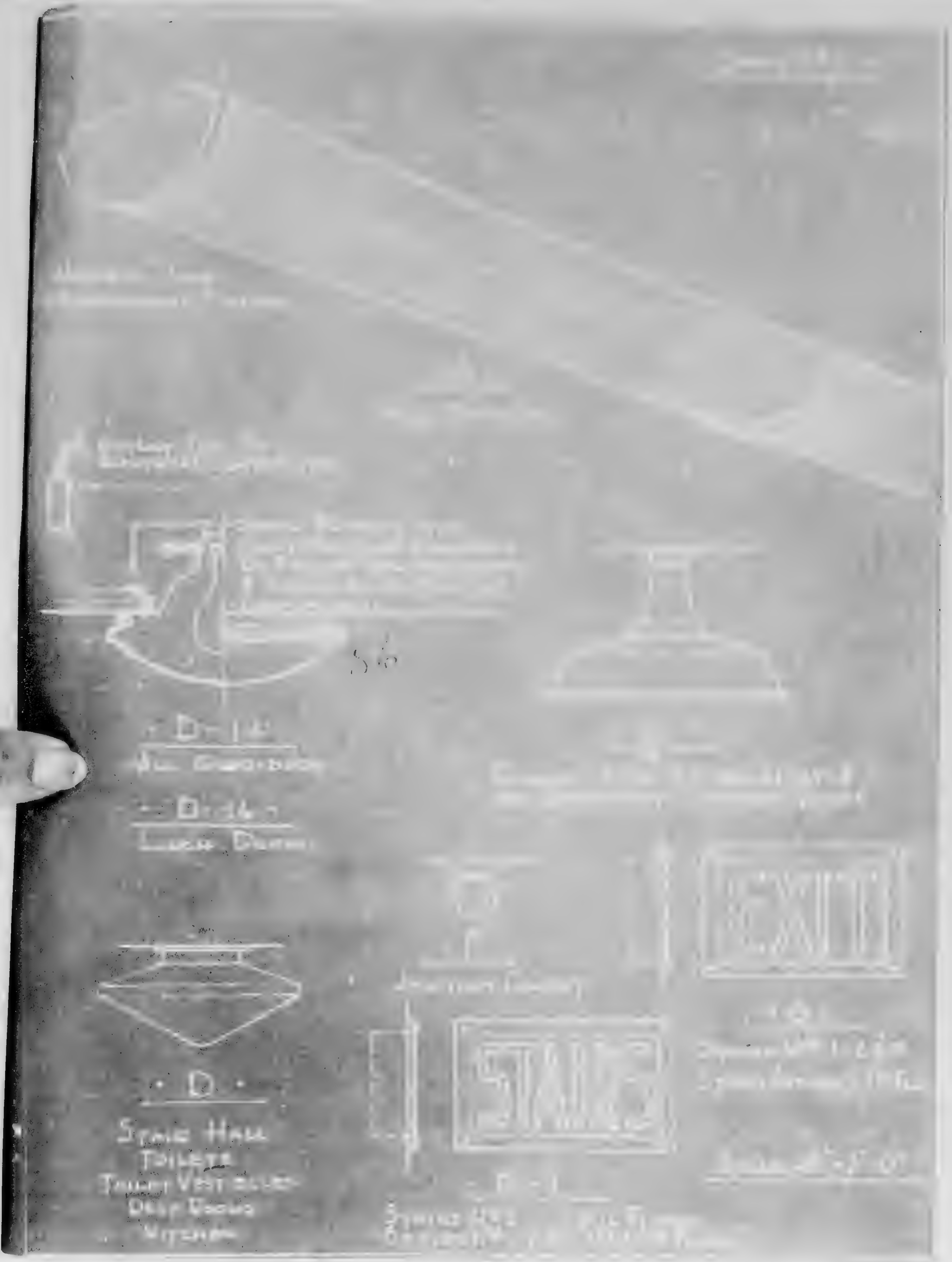
27-05 - FIXTURES (Continued)

Fixture shall be Baker-Barkon Company No. S5342, or approved equal.

TYPE J shall be a shallow ceiling collar spun of twenty gauge steel, finished in chromium. Glass shall be eight inch, homogeneous, spherical in shape, red or opal, as indicated on fixture drawings.

Fixture shall be Art Metal Company No. 48, or approved equal.

TYPE K shall be a suspended luminaire as shown in fixture drawings. Fixture shall completely cover the entire ceiling of the Main Lobby. Fixture shall be lighted by continuous rows of fluorescent lamps, placed one foot on centers. The outer frame of this fixture shall be bronze, and the under surfaces shall be brushed. Color shall be selected later by the Architect. All cross members shall be rigid and fabricated from extruded bronze or heavy steel moulding as shown. Adequate adjustment shall be provided for each hanger so that fixture shall hang plumb and true. Illuminating panels shall be moulded from plexiglas as manufactured by Rohm & Haas Company, and in a form as shown on drawings. Full size working detail drawings, showing complete construction, shall be submitted to the Architect immediately upon the letting of this contract.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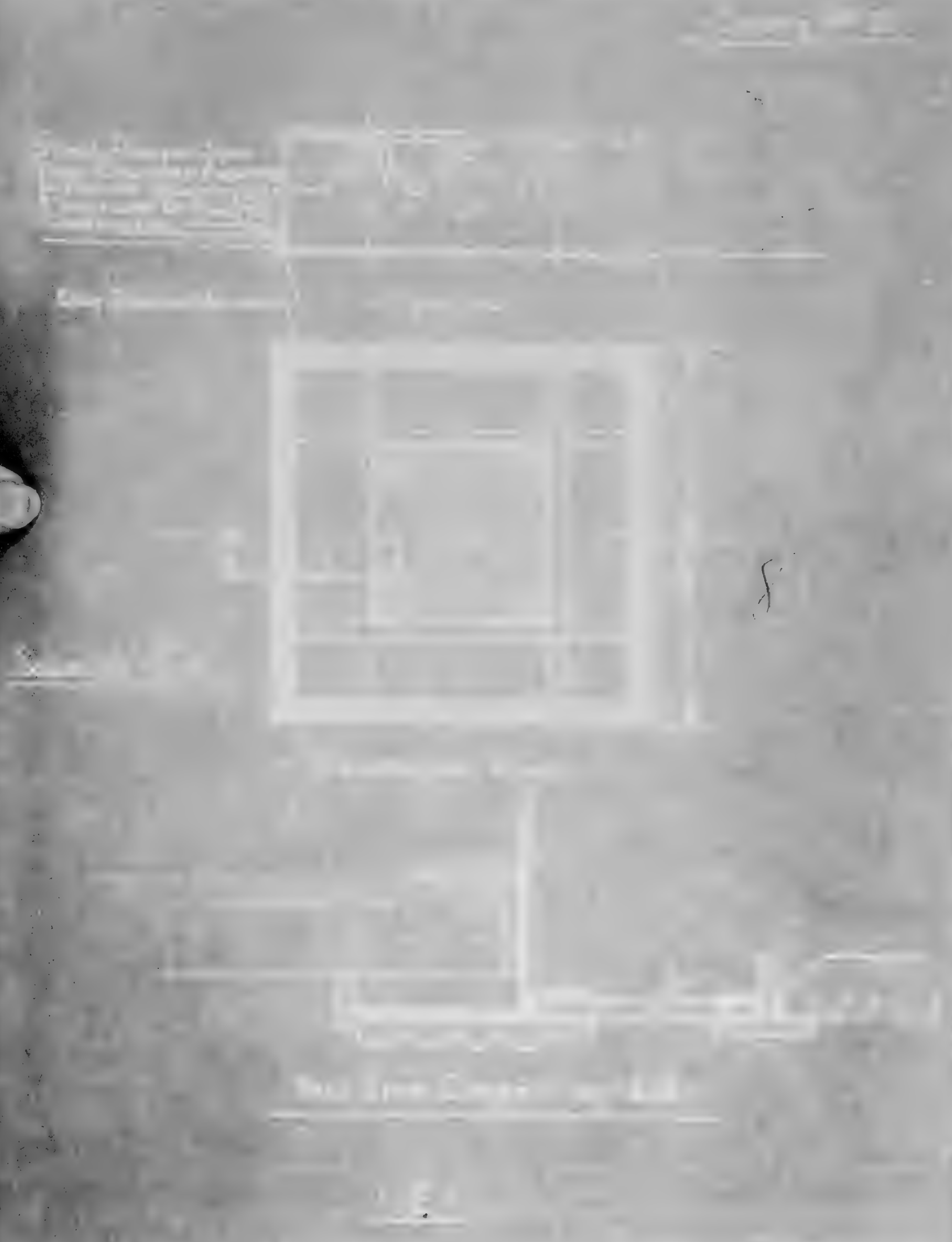

KITCHEN EQUIPMENT

SECTION XXVIII

28-01 - APPLICATION OF THE INSTRUCTIONS TO BIDDERS AND GENERAL CONDITIONS:

(a) All of the work described herein is subject to the foregoing "Instructions to Bidders", "General Conditions", and "General Conditions (Supplementary)" which become a part of this specification and all work shall be carried on in accordance therewith.

28-02 - APPROVED OTHERS

(a) Where the specifications call for an article or material by name or manufacturer or by description, the character and quality desired are thus indicated. Where a certain manufacturer or vendor may make several grades and sizes of a desired article, it will be interpreted to mean that the article approved is that coming nearest the description and of no lesser size or capacity than stated in the description. The conditions governing approvals and the time limit for submission of written requests for approvals are stated in the "General Conditions (Supplementary)" article entitled "Approved Others", to which this Contractor must refer if substitution is desired.

28-03 - WORK INCLUDED

(a) The Contractor shall supply the kitchen equipment and appurtenant work necessary to complete construction and furnish articles, materials, operations, labor, equipment and incidentals therefor, all in accordance with the drawings and these specifications or both.

(b) Shop drawings required: For catalogue items requiring coordination with others work, show roughing connections and dimensions; for custom built items, completely detailed.

(c) Catalogue data required: For each manufactured item which is not specifically named.

(d) Training and Instructions: Instructor, experienced and capable, well acquainted with the equipment, furnished by the Contractor for a sufficient period of time to train a representative of the Owner in the proper operation and maintenance of the kitchen equipment installed; instruction sheets, size 8½" x 11", typewritten or printed showing complete maintenance instructions and operating methods supplied for all equipment.

28-04 - MATERIALS

(a) Sheet Steel:

1. Stainless: A.S.T.M. Spec. A-167-44 Grade No. 2 Type 302: Finish No. 4 polish on one or both sides as required.

28-04 - MATERIALS (Continued)

2. Galvanized: A.S.T.M. Spec. A 93-46 Class D.

3. Gage: U. S. Standard.

(b) Pipe:

1. Use, Legs & Frames of sink and table supports.

2. Description: Conforming to A.S.T.M. Spec. A120-47.

(c) Equipment:

1. General: New, unused and of current model; matched in design insofar as possible; items of like classification of one manufacture except where otherwise specified.

28-05 - WORKMANSHIP & FABRICATION

(a) Shop Drawings & Dimensions:

1. Structure: Building plans consulted for all dimensions, utility outlets and layouts; all dimensions at the building verified. Contractor to take into account any deviation between the plans and the structure noted, and any deviation necessitating change in the equipment detail promptly brought to the Architect's attention and approval obtained for changes proposed. Architect privileged to stipulate minor revisions which seem desirable.

2. Shop Drawings: Prepared before proceeding with the work and after checking conditions and dimensions on the job; submitted in duplicate to the Architect, for checking, correcting or approval. Construction started only upon approval by Architect of each and every item.

(b) General Construction Details:

1. Construction: Welded insofar as possible unless otherwise stated.

2. Welding: Done by the latest electric arc welding methods using properly coated stainless or steel electrodes.

3. Finish: On stainless steel-welded joints ground and polished to #4 finish on sheet. On steel, pipe or angle frame welded joints finished smooth and free of pits or sharp rough surfaces; edges of metal ground and buffed smooth and clean.

4. Bolts and bolt heads: Concealed insofar as possible.

28-05 - WORKMANSHIP & FABRICATION (Continued)

(c) Equipment Fabrication:

1. Drawers: Depth 5" unless otherwise shown or specified; body 20 ga. S.S. coved to 3/4" radius at sides; draw to full extent on roller bearing drawer guides without sagging; drawer stop provided; front 20 ga. S.S. hemmed over 16 ga. plate; pull stainless steel or chrome plated brass of full hand bar type. Handles shall be fastened to drawer with nuts and lockwashers.

2. Sinks and Drainboards: Material 16 ga. stainless steel with vertical joints welded and finished as herein specified.

a. Tops: As specified.
b. Sink bottom: Sloped four ways to drain connection, corners rounded to 1" Radius.
c. Splashback. Integral with top, spaced 2" from wall, top returned to wall and finished with 1/2" upturned lip.
d. Legs and Cross Framing: 1¼" I.D. Chrome-plated pipe legs or 1¼" I.P.S. galvanized pipe as specified, adjustable chrome plated pear feet. Tops of legs provided with adjustable fitting of female type over pipe leg to be fixed in final position by set screws, all to be covered with a stainless steel shield as needed to avoid unsightly conditions.
e. Body: Securely braced and fastened with concealed bolts, where required to sink legs; sinks or drainboards where required by size or loading, reinforced by 14 ga. galvanized sheet steel formed into 1½" x 5½" channel welded to top to form a solid continuous support under the whole unit, shaped to sink or drainboard profile. Isolated supports prohibited generally.

3. Metal Tables, Counters, etc:

a. Tops: Stainless steel, 16 gage or heavier as specified; edges in accord with detail, corners bull-nosed, welded and finished equal to sheet.
b. Base: Constructed of 1¼" I.P.S. Galvanized iron pipe legs, 2" x 2" x 1/8" Galvanized angle frame top and cross bracing, cross members and leg joints welded; tops fastened to frame with concealed metal bolts; cross member supports provided in sufficient numbers to conform with highest standard of construction. Legs, where specified, fitted with adjustable pear feet. Legs and exposed cross-members are to be finished in gray lacquer unless otherwise noted, concealed welded surface, coated with rust inhibiting paint.

28-05 - WORKMANSHIP & FABRICATION (Continued)

c. Shelves: Stainless steel 16 gage or heavier unless otherwise noted, with edges turned down 1½" all around; supported on channel cleats with web out and flanges to side of cabinet.

28-06 - UTILITY CONNECTIONS

(a) All items listed hereon will be uncrated and placed in the building in its proper location. Utility connections such as electrical connections, water, waste and steam lines will be done by others.

(b) Roughing-in-Drawings: Diagrams furnished to the Electrical Contractor and to the Plumbing and Steamfitting Contractors showing the exact location of junction boxes or pipe connections on equipment for roughing.

28-07 - TRIM AND FIXTURES

(a) General: Exposed faucets, collars, nozzles, sprays all brass chromium plated.

(b) Hardware: All hardware such as handles, hinges, etc. shall be of first commercial quality designed for heavy duty service.

(c) Wall type swing spout faucet; similar to Standard B-906, double sink faucet.

(d) Deck type swingspout faucet; similar to Standard B-904, deck type double sink faucet.

(e) Sink waste valve: Waste and crumb cup strainer shall be made of heavy wrought brass, 4½" O.D. Finished polished chrome, complete with lock nut and gaskets, similar to Fisher Brass #337. Levered waste valve to be an 1½" quick opening gate-type valve with 8" handle. The body and wedge shall be made of valve bronze, similar to Fisher Brass #338, and adjoin above waste and strainer. Use on all washing sinks over 6" Deep.

28-08 - PAINTING

(a) Paint: Color, gray matching Stainless Steel as nearly as possible; grease and water resistant material as approved.

28-09 - CABINET WORK

(a) Face portions of fixtures when indicated as "finished hardwood" shall be of oak. Finish shall be high grade, hand rubbed, in color to match approved sample; shall consist of filler, sealer, and not less than two coats clear lacquer, all work to be properly sanded before and after each operation. All work to be hand rubbed upon completion of final coat. Unexposed portions such as rear of counters, interior of wall cases or cupboards, shall have surface properly sanded, cracks or holes filled and spray painted not less than two coats in color selected.

28-09 - CABINET WORK (Continued)

(b) All material used in construction shall be kiln dried of good grade, framework may be of good grade Spruce, Fir or other softwood. Workmanship shall be of best quality cabinet work; flush joints shall be glued and doweled or splined with glue joints. All work must be sanded smooth and be free of glue before finishing. Where equipment is set on uneven floor, such equipment shall be leveled by means of sub-base or wedges and shall be further provided with base shoe moulding scribed to the floor (asphalt tile base set flush where so specifically indicated). Equipment requiring fastening or anchoring to the floor or to walls shall be securely fixed, using expansions shields and screws or lags.

Note: Toe spaces under all cabinet work will be covered by linoleum Contractor.

28-10 - REFRIGERATION

(a) All work shall be in full compliance with codes. Contractor shall install all condensing units, blower coils, valves and tubing pertinent to the proper mechanical operation of the refrigerated sections listed. Plumbing and electrical connections by others. Defrosting pan shall be connected to drain by Refrigeration Contractor.

29-11 - EQUIPMENT

ITEM #1. Standing Counter. 18" wide x 14' 6" long with 10" back splash. Front edge, counter top and backsplash to be covered with formica and supported with hardwood brackets. Back splash to be trimmed with oak.

ITEM #2. Service Counters.

(a) Candy and cigarette display, approx. 4 ft. long, 42½" high by 22" wide, constructed of oak plywood face and end, 12" front vision plate glass and 2 oak framed sliding plate glass tops. Back to have sliding doors. Lower sections to have one adjustable shelf with sliding doors. End and face edge of top to have black formica trim.

(b) Counter adjoining candy and cigarette display, approx. 8' 5" long x 42½" high x 22" wide to have formica top with face edge black formica. Hardwood face to be flush with candy case and lower section with one adjustable shelf, enclosed with sliding doors.

(c) Three horse-shoe counters shall be constructed, as per detail section and shall be faced on inside of radius portion with 22-gage #4 Stainless Steel to accomodate bus pan storage. Provide also a stainless steel shelf with drainer and push faucet for a coffee and water station in each horse-shoe. (Note: Electrical receptacle shall be included for coffee warmer unit).

29-11 - EQUIPMENT (Continued)

(d) Provide 3 sections of wainscote 3'-6½" high as indicated on plan; faced and trimmed with hardwood on both sides.

ITEM #3. Provide 41 only Stool Bases, 22" high, cast-iron, chrome plated with return tripod. Chicago Hdwe. #411-22.

ITEM #4. Provide 41 only "Imperial" Chair Back Stool Seats. To have 3" "Restfoam" Rubber padding covered with "Duran", color as selected. Back to be supported by 2-chrome plated spring brackets, with covering to match seat.

ITEM #5. Coffee Warmers. 3 Required, 2-burner type, Cory #122W Range, with 2 Cory #FB-Ambassador Decanters for each Range.

ITEM #6. Coffee Warmer. One required, 3-Burner Type, Cory #C-123-E Range, with 3 Cory #FB-Ambassador Decanters.

ITEM #7. Service Table. Provide one 4'-0" x 2'-3" wide and 34" high work table; top and back splashes up to 5'-9" to be of 22 ga. #4 Finish Stainless Steel over 3/4" Plywood. Lower section to have one adjustable shelf, sliding doors, oak face.

ITEM #8. Sink Unit. 5 ft. long x 27" Deep Sink Unit with three deep drawn, one-piece, stainless steel sinks, 11" x 15" x 10", securely welded to a one-piece stainless steel top with 7-3/4" backsplash. Drainboard to have die stamped corrugation. Drain valve is to be provided in each sink as well as chrome plated hot and cold swivel type faucet. Furnish with stainless steel removable front panel with set of stainless steel sliding doors. Seco Superex #FF1016 Sink Unit with #FF1019-07 removable front panel with doors.

ITEM #9. Dispenser Unit. Seco-Superex #FF1001, 3'-2" long x 27" deep, fitted with draft arms for both carbonated water and plain water. Body of heavy galvanealed steel-shell type, welded construction and cork insulated; cooler-carbonator an integral unit (not wet bath) with 12 gal per hr. capacity @ 40° Temp. drop; refrigeration - hermetically sealed, self-contained condensing unit mounted on "Slide-out" platform. Accessories to include 3 deep drawn stainless steel non corrosive syrup pumps and jars and one spoon vat. Exterior finish of heavy gauge stainless steel.

ITEM #10. Disher Vat Unit. Seco Superex #FF-1002, 9½" wide x 27" deep, stainless steel with one disher, one refuse chute, and one 6" dump sink; disher vat to have spout-type water inlet and drain; unit complete with #FF-1001-24 removable S. S. front panel and #FF-1001-26 Waste Can.

29-11 - EQUIPMENT (Continued)

ITEM #11. Ice Cream Unit. Seco Superex #FF-1041, 4'-8" long x 27" deep, 35 Gal. Capacity, with storage compartment rectangular and set on an angle for easy dipping. Syrup rail accessories to include seven syrup pumps, one chocolate pump, eight syrup jars, and 3 fruit jars with covers and ladles. All jars are to be deep drawn stainless steel. Body is of heavy gauge galvanealed steel with shell type construction and all joints welded. Exposed surfaces of stainless steel; refrigeration, hermetically sealed, self-contained condensing unit mounted on a "slide out" platform for easy servicing.

ITEM #12. Milk Shake Mixers. Hamilton Beach #30. For use on 110 volts.

ITEM #13. Back Bar, as per floor plan and elevation, consisting of wood construction with hard wood panel facings.

(a) Fountain Section, with Formica covered shelves above plate glass mirror.

(b) Refrigerated Section, consisting 4-doors, and space to receive roll warmer, (item 16), and 5 x 23" x 20" drawer warmer. Upper section to have 4'0" L x 20" W x 27½" high pastry display with cold air forced and recirculated by blower unit in lower refrigerated section, plate glass end sections, with sliding plate glass doors. Sliding doors to have metal trim to prevent chipping. The entire back bar shall have no metal mold trim. Top Formica. Also all electrical receptacles as indicated in rough-in plan shall be installed in back bar. Blower Unit--Drayer-Hansen No. S-210. 2100 B.T.U.

ITEM #14. Soiled dish port. Provide one 12" x 21" hinged door, 3/4" plywood covered with #4 Fin. 22 Ga. S.S. on all sides, and install in casing, also provide & install 22 ga. S.S. Trim around window casing with soiled dish table so as to make a tight joint throughout.

ITEM #15. Double Waffle Baker. Wells #L-12, 1650 W. 110 volt.

ITEM #16. Roll Warmer. Toastmaster #2Ds., 2-Drawers, 16" x 15½" x 4-5/8" deep, 800 W. 120 V.

ITEM #17. Condensing Unit. 1/2 H.P. Hussmann #FS50. For operation of refrigerated Back Bar & Pastry Display.

ITEM #18. Coffee Urn Stand, to be of 16 ga. Stainless Steel all welded construction, 3'0" L x 2'3" W x 2'6" high. Provide 6" drip trough with waste connection. Upper section to be of 22 Ga. Stainless Steel #4 Fin., 5'9" high flush with top of back bar & to be curved out at top, thus eliminating any steam damage to wall.

29-11 - EQUIPMENT (Continued)

ITEM #19. Coffee Urn. McKie twin 3-Gal Urn, as shown in catalog #5, page 16. Stainless Steel body, tops and liners, complete with thermostat and tomlinson Faucets, 6000 W. 220 V. 3 phase.

ITEM #20. Service Bar, approx. 6' 6" long x 18" wide x 40½" high with 9½" Formica backsplash, as per detail elevation, wood construction with hardwood front and side, sliding doors, open section, 5" toe base. Formica top and front edge trim. Co-ordinate with pass window opening.

ITEM #21. Serving Ledge Shelf - 3/4" plywood construction, covered on top & sides with 22 ga. Stainless Steel #4 fin.

ITEM #22. Hot Food Table. Stainless Steel top & body. Sliding doors and one shelf below. Top to be cut for two 2004 Meat Pans, 2-10½" insets, 2-8½" insets and 2-6½ insets. Table complete with individual thermostatically controlled Wells units. For use on 220-1-60.

Pots, pans and covers for electric hot food table:

2 Stainless Steel Polar 2004 Meat Pans
2 " " Roll Top Covers
2 " " Polar S-06½ Insets & Covers
2 " " Polar #08½ Insets & Covers
2 " " Polar #010½ Insets & Covers

ITEM #23. Utility Stand & Sink. 16 ga. Stainless Steel #4 Finish, welded construction, 22" wide x 33" deep x 34" high with 8" backsplash; 12" x 14" x 8" deep. Sink with all round corners. Furnish swing spout and drainer; removable ventilated front panel for access to plumbing.

ITEM #24. Toaster--Toastmaster Model #ID2, 4-slice automatic pop-up. 2.45 KW, 208 V.A.C.

ITEM #25. Salad Table. Rehco #504 SC. All metal construction Stainless Steel top & interior with 2 & 3" fibreglas insulation; body of heavy angle & galvanized iron, supported on adjustable legs; top with one 12 x 14 x 3", one 6" x 6" x 3" Stainless Steel pans. Refrigeration to be supplied by a hermetically sealed unit with blower coil. Size 33" deep, 34" high by 4'0" long.

ITEM #26. Slicer. Globe Gravity Feed #75. 1/4 H.P. 110 V.A.C.

ITEM #27. Work Table. 8'0" x 30" x 34" high, 3" laminated maple top, Stainless Steel face with 3 Stainless Steel tilt-out bins & 2 drawers; sides & back of table to be galvanized iron.

29-11 - EQUIPMENT (Continued)

ITEM #28. Grinder. Sanitary No. 100 1/3 H.P. 110 V.A.C.

ITEM #29. Reach-In Refrigerator. Hussmann R-25-B, 45" wide, 32½" deep, 65½" high, 24.4 Cu. Ft., exterior baked enamel, interior porcelain, complete with blower coil & 1/4 H.P. Condensing Unit.

ITEM #30. Range. Griswold #R36G2E. Two 12 x 24 hot plates & 2 round units. Oven below 19.6 KW 3 Ph. 208.

ITEM #31. Range. Griswold #R36G5M. One 12 x 24 griddle & one 24 x 24 griddle. Oven below. 15 K.W. 3 Ph. 208.

ITEM #32. Deep Fat Fryer. Wells F30 DW. 12 lb. Fat capacity 3KW. 208-3 phase 60 cycle.

ITEM #33. Ventilator. "Kal-O-vent" hood; 7'3" long, 16 ga. Stainless Steel all welded construction with air-maze grease-stop filters. Hood to cover 2 ranges & fryer & be complete with stand for fryer. Provide receptacle at rear of stand for fryer. Duct work & fan by others.

ITEM #34. Mixer. 15 Qt. Blakeslee Model C-15. Bench Model complete with galvanized stand, 15 Qt. bowl, one "W" cream whip, one "B" batter beater. 1/3 H.P. 110 A.C. motor.

ITEM #35. Potato Peeler. MJM #15-A Portable. Capacity 15 pounds per minute. Rustless Aluminum construction, "V" belt drive & complete peel trap. 1/4 H.P. Motor 110 volt. AC.

ITEM #36. Clean Dish Table. Fabricate in accordance with general specifications. 16 ga. #4 finish Stainless Steel top, galvanized pipe legs & 16 ga. galvanized shelf under. Two 24" x 24" x 14" Stainless Steel sinks as per specifications with swing spout above. Provide also hose bibb faucet for peeler. Fabricate one 16 ga. Stainless Steel 12" wide "L" shelf 2'6" x 6'3" & install above table. Provisions under table to be made to mount hot water booster, item #37. Front roll to have 2" radius corners, not mitred.

ITEM #37. Electric Hot Water Booster. Coates #32216-144 - 3 gal. capacity, ASME Code Tank, insulated & with metal jacket, aquastat, safety valve, check valve, 16 KW, 144 gal per hour recovery @ 40° temperature rise. Size 12-3/4 dia. by 24" long.

ITEM #38. Dishwasher. Blakeslee "D-#3". Constructed with stainless steel tank and hood. Tank to have stationary wash & rinse pipes. Final rinse to operate automatically for set period of time up to 30 seconds, and to automatically turn off after running for predetermined length of time. 50 racks per hour capacity, 3/4 H.P. motor, 5 KW immersion element, thermostatically controlled for wash water, 4 - 20" x 20" dishracks & 2 - 20" x 20" combination racks.

29-11 - EQUIPMENT (Continued)

ITEM #39. Soiled Dish Table. Fabricate in accordance with general specifications. 16 ga. #4 Fin. top, galvanized pipe legs, 16 ga. galvanized shelf under scrap hole, 20" x 20" x 8" pre-rinse sink with one T & S #A-515 combination compression gooseneck faucet with squeeze spray.

VENETIAN BLINDS

SECTION XXIX

29-01 - APPLICATION OF THE INSTRUCTIONS TO BIDDERS AND GENERAL CONDITIONS

(a) All of the work described herein is subject to the foregoing "Instructions to Bidders", "General Conditions" and "General Conditions (Supplementary)" which become a part of this specification and all work shall be carried on in accordance therewith.

29-02 - APPROVED OTHERS

(a) Where the specifications call for an article or material by name or manufacturer or by description, the character and quality desired are thus indicated. Where a certain manufacturer or vendor may make several grades and sizes of a desired article, it will be interpreted to mean that the article approved is that coming nearest the description and of no lesser size or capacity than stated in the description. The conditions governing approvals and the time limit for submission of written requests for approvals are stated in the "General Conditions (Supplementary)" article entitled "Approved Others", to which this Contractor must refer if substitution is desired.

29-03 - SCOPE

(a) This Contractor shall furnish all labor and materials to provide venetian blinds on all exterior windows except in elevator pent house.

(b) Venetian blinds shall include all cords, brackets, slats, tape, operating mechanisms, housing, fascias and hardware.

29-04 - MATERIAL & CONSTRUCTION

(a) Operation — Compound lift.

(b) Headers-Tilt Rails-Bottom Rails-Kiln dried pine or basswood.

(c) Flexible Alumilite Slats--2" x .010" thick. Rounded corners. Smooth punched cord slots free from burrs.

(d) Head Rail -- 1 1/16" x 2".

(e) Tilt Rail — 3/4" x 2". So assembled to head rail that it may be readily detached.

(f) Bottom Rail -- 3/4" x 2". Drilled for lifting cords. Cord passage and rollers to be concealed both underneath and at ends.

(g) Pulleys -- Double race ball bearings pulleys on steel shaft.

(h) Tilting Device -- shall be solid bronze permitting perfect slat adjustment, holding slats to any angle of tilt.

29-04 - MATERIAL & CONSTRUCTION (Continued)

(i) Automatic cord lock and tilt rail support -- to be automatic holding blind at any desired point. Lock to be in combination with tilt rail support. Solid bronze.

(j) Fascia -- 3½" aluminum.

(k) Center support for tilt rail -- provide support for tilt rail at each tape in excess of two.

(l) Cord equalizer — attached to lifting cord to insure horizontal position of slats.

(m) Ladder tape -- best quality, long-strand cotton, cross-straps interwoven, not sewed. Tapes shall be spaced not more than 6 3/4" from ends of slats, intermediate tapes spaced not more than 28" o.c. Tapes fastened to top and bottom rails with upholstering nails. Tape color as selected.

(n) Cords -- Best quality, hollow braided flexible cotton cord, glazed to reduce wear and increase strength. Color as selected. Size 4½.

(o) Finish -- Aluminum slats, fascia, etc. shall be specially treated for proper paint adhesion. Finish shall be enamel baked on at high temperatures. All wood and steel parts enameled to match slats.

29-05 - INSTALLATION

(a) Blinds shall be installed between plaster jambs of windows. Brackets shall be installed as required to fit conditions.

(b) Slats to clear jambs 1/4" on each side.

(c) All exposed screws shall be round headed nickel plated.

(d) Blinds shall be of proper length to drop within 1" of sills.

(e) Blinds shall be erected by skilled erectors in accord with manufacturer's directions so that all parts function easily and quietly, with blinds plumb and true.

29-06 - GUARANTEE

(a) All work shall be guaranteed free from defects and workmanship for a period of one year.

INSULATION

SECTION XXX

30-01 - APPLICATION OF THE INSTRUCTIONS TO BIDDERS AND GENERAL CONDITIONS

(a) All of the work described herein is subject to the foregoing "Instructions to Bidders", "General Conditions" and "General Conditions (Supplementary)" which become a part of this specification and all work shall be carried on in accordance therewith.

30-02 - APPROVED OTHERS

(a) Where the specifications call for an article or material by name or manufacturer or by description, the character and quality desired are thus indicated. Where a certain manufacturer or vendor may make several grades and sizes of a desired article, it will be interpreted to mean that the article approved is that coming nearest the description and of no lesser size or capacity than stated in the description. The conditions governing approvals and the time limit for submission of written requests for approvals are stated in the "General Conditions (Supplementary)" article entitled "Approved Others", to which this Contractor must refer if substitution is desired.

30-03 - SCOPE

(a) This Contractor shall furnish all labor and materials to complete all thermal insulation shown on the drawings or herein specified, or both, as follows:

1-- First and Fourth floor ceilings under set backs.

2-- Entire Fifth floor ceiling.

30-04 - MATERIAL

(a) 2 inch thick. Glass wool.

(b) Material to be absolutely fireproof-vapor and moisture resistent.

(c) Insulation shall be of the roll or butt type with integral vapor seal.

30-05 - INSTALLATION

(a) This Contractor shall consult and cooperate with other tradesmen whose work precedes and follows insulation installation.

(b) Areas specified to be insulated shall include the insulation of all contiguous breaks, corners, pockets, voids, offsets, etc., to secure complete continuous insulation of the entire structure or such portions of it as are insulated.

30-05 - INSTALLATION (Continued)

(c) Insulation is to be installed on top of the furring channels of the ceiling construction. When set-back of building walls occur, insulation is to be turned up and secured to bottom of concrete construction so that area is entirely isolated.

(d) Insulation shall be adequately installed and fastened in place, fill all voids and be tightly butted together and secured from spreading. There shall be no open spaces between insulation at sides or ends.

STATE HIGHWAY OFFICE BUILDING

Salem, Oregon

Whitehouse, Church, Newberry & Roehr, Architects

ADDENDA #1 TO REVISIONS DATED OCTOBER 7, 1949

October 28, 1949

GENERAL: This addenda together with the "General Conditions", "Special Conditions" (Supplementary), Revisions to Basic Plans and Specifications Dated August 22, 1949, and drawings shall form a part of this contract. The intentions of this addenda is to set forth only the changes, deductions or additions which are to be made from the requirements of the original specifications and drawings. The original specifications and drawings shall remain in full force and effect except as specifically modified by this addenda.

ITEM NO. 1:

General Revisions - Drawing Sk-5 dated October 7, 1949

a. Unit type steel frame with wood door applies to openings B-8, B-40, B-41, B-42, B-43, B-56, B-64, B-65. Hardware shall be changed to suit.

ITEM NO. 2:

a. Sheet A-3. Frame #9 for door B-23 to remain as shown.
b. Sheet A-3. Doors B-37, B-59, B-70. Door frames to remain as shown. Frame #13.
c. Provide steel sub-bucks and unit type frames on doors B-1, B-12, B-27, B-36, B-57.

ITEM NO. 3:

a. Eliminate the following brass thresholds - 58 on First Floor between Corridor and Offices. Eliminate 4 between Corridor and Electric Cabinets. Eliminate 30 brass thresholds in Basement between Corridor and adjoining rooms.

ITEM NO. 4:

Page 2 of General Revisions - Par. 2 a. Add toilet room #46. Note that toilet rooms 17 and 18 have been eliminated as shown on drawing Sk-2.

ITEM NO. 5.

Section IV Concrete and Cement Work

4-24 (a) - Concrete Walks &Drive: New concrete walks to be marked off to approximately 3' x 3' squares. All concrete walks to be 5" thick. Provide expansion joints 21'-0" o.c. and at intersection of walks with walks to building entrances and to curb lines.

ITEM NO. 6:

Page 1 of General Revisions. Par. 1-c: Door 108 should read 181. Terrazzo to be omitted from archways on each side of Main Lobby to exterior doors at end of Corridors.

Approved Materials

Price Building Specialties Co. - Metal Toilet Compartments
The Safe Tread Co., Inc. - Abrasive Metals.
Washington Brick Co. - Glazed Blocks.
Natco Glazed Blocks
Stark Brick Co. Glazed Blocks

(Where door openings are located in glazed block walls, Mill Contractor shall adjust door sizes to fit block dimensions where blocks are a different size than shown on Architect's details. Architect will furnish detail when block manufacturer is determined.)

STATE HIGHWAY OFFICE BUILDING

Salem, Oregon

Whitehouse, Church, Newberry & Roehr, Architects

October 7 1949

REVISIONS TO BASIC PLANS AND SPECIFICATIONS DATED AUGUST 22, 1949.

GENERAL: These revisions together with the "General Conditions", "Special Conditions" (Supplementary) and drawings shall form a part of this contract. The intentions of these Revisions are to set forth only the changes, deductions or additions which are to be made from the requirements of the original specifications and drawings. The original specifications and drawings shall remain in full force and effect except as specifically modified by these revisions.

Addenda No. 1 and No. 2 are hereby deleted and all modifications contained therein which are applicable are included in the following revisions.

Bids are due November 7, 1949 at 4:00 p.m. in the Green Room of the Imperial Hotel, Portland, Oregon.

1. GENERAL CHANGES:

a. Omit Granite and Concrete flower Box across East end of court yard. See Sheet A-6, A-14.

b. Change Coping design as shown on attached detail. Reduce thickness of concrete of parapet walls from 9" to 6".

c. Omit terrazzo floor and marble base and substitute concrete fill with asphalt tile floor and base in North and South corridors, 1st floor, from archway leading off Main Lobby near doors 103 and 108.

d. Drawing A-4 - Finish Schedule: First to Fifth Floors. In general all rooms shall be finished as noted under "Offices".

e. Structural Plans:

Sheet S-8: Change last three items in 3rd and 4th floor beam schedule
from 4L1 to 3L1 4L2 to 3L2 4L3 to 3L3
5L1 to 4L1 5L2 to 4L2 5L3 to 4L3

Sheet S-12: Beam just north of "D" Col. line between Col. lines 1 and 2 should be RB14 instead of RB5.

[illegible]

Sheet S-1: Section BC-BC - Typical interior pipe trench. Mesh in top slab to be 4" x 4" 13/13. Delete 6" x 6" 10/10. See Architectural Drawings for depth and width of trenches.

f. Sheet A-15: Plan of Elevator Machine Room - Omit 8'-4" x 14'-7" concrete slab on East side of Pent house. Omit 2'-0" x 7'-10½" steel floor deck across North end including corner hanger. Extend metal railings to walls. Omit 4' x 5' opening in roof of Pent house. Omit bronze screen over opening as shown on detail #71.

g. Omit break in toilet room ceilings. Ceiling to be 8'-6" high.

h. Omit fresh air intake between Cols. G-H. Continue roof over opening. Reduce opening for fresh air intake between Cols. C-D to 3'-1" x 2'-1". See detail 56 Sheet A-11.

i. General Contractor to note that house and garage on N. Summer St. is to be removed. These structures can be used as a job office and an office for Clerk-of-the-Works in lieu of buildings required by Section I, Par. 1-03. Salvage is to become the property of the General Contractor and salvage value shall be reflected in the Contractor's bid.

Additional Approved Materials:

American Abrasive Metals Co.
Mills Metal Toilet Partitions
Dayton Sure Grip & Shore Co. Specialties
American Mason Safety Tread Co.
American Plywood Corp. Solid Core Doors.

2. BASEMENT PLAN - SHEET A-5:

a. Omit plastering on walls and ceiling of all rooms except toilet room #37 and #38, Janitor's Closet #39 Corridor #40 and Stairs 1, 2, and 3. Extend tile partitions to underside of first floor slab. Apply finish coat of plaster on Corridor ceiling.

b. Provide 6" high cement base in Corridor #40.

c. Omit cement base in all rooms where called for in Finish Schedule.

d. All clay tile partitions to be smooth face and set with smooth struck concave joint. Light-rock reinforced in every second horizontal joint with "Blok-Mesh" may be used in Basement as a substitute for smooth faced clay tile.

e. Walls and ceilings of all rooms except Toilet - Corridor - Janitor's Closet and Stairs to be painted 2 coats of mill white sprayed on. (This condition is similar to original specified except surfaces receiving paint are of a different material.) Paint Corridor ceiling same as walls.

2. BASEMENT PLAN - SHEET [illegible]

f. Omit the following hollow metal doors and frames: B-20, B-24, B-25, B-26, B-47, B-52. Remaining hollow metal frames to be unit type in place of cabinet jambs. (See detail attached.) Weatherstrip door B-53.

g. Provide cement floor in Kitchen and adjoining toilet room areas where Ceramic tile floor is omitted.

h. Omit glazed block partitions in Toilet Rooms #17 and #18. (See sketch for this area.)

i. Omit acoustical tile in rooms #13, 14, 16, & 40.

j. Omit bronze sash in areaway windows and substitute steel sash of similar design and equal to Truscon Intermediate Combination windows. Minimum weight of section to be 3.5 lbs. per linear foot. Baked on shop coat.

k. Omit Granite window sills, area way copings, coping on stairs #2 & #3 and substitute concrete. Omit cement plaster on inside of area ways and exterior entrances to stairs #2 & #3. Remove projecting fins and paint 2 coats cement paint.

l. Stairs #2 and #3 - Basement Exits - See Drawing attached:

Construction of stairways will be similar to that shown for stairway adjoining freight elevator.

After the contract is awarded and before work is commenced, prints of necessary sheets of working drawings revised to conform with above noted drawing will be issued to the General Contractor.

m. Omit heating trench around entire perimeter of basement. Provide trench only from exterior tunnel to pump pit and trench between mechanical rooms as shown on attached drawing. (Note: Foundation wall has been reduced in heighth. See detail attached.)

3. SECTION IV - CONCRETE & CEMENT WORK

4-23 - (a) Omit all cement floor hardener. See Sheet A-4 for location.

4. SECTION V - WATERPROOFING & DAMPPROOFING

5-08 - Omit dampproofing on interior of basement foundation walls.

5. SECTION VI - EXTERIOR STONE WORK

6-10 - (b) - Marble shall be "Eureka Danby" or "Cherokee White Georgia"

6-16 - (a) - Carving - Add building name.

See revised detail for coping.

[illegible]

[illegible] blocks

[illegible] for [illegible]

2. SECTION VIII - [illegible]

8-25 - (f) - [illegible] "Cheney" [illegible] flashing and [illegible] 16 oz. copper in accordance with details [illegible] attached.

8-05 - (k) - [illegible] stop for all elevator and sump pits. See Sheet [illegible] for typical details.

a. [illegible] side of [illegible]. See Sheet A-15 and A-19, [illegible] and screen on [illegible] side 30" x 12".

b. Reduce size of [illegible] 57 Sheet A-11 to allow for 14" x 8" duct.

3. SECTION IX - MISCELLANEOUS [illegible]

9-09 - (a) - [illegible]

9-11 & 9-14 - Railings to be [illegible]

9-18 - (b) - Add door B-23

9-21 - (a) - See Sheet A-20 in [illegible] of A-16.

9-22 - [illegible] frame shown on Sh. A-21 and furnish frame as specified.

9-32 - (b) - [illegible] on stairs #1 to be 1" x 4".

9-74 - Movable Steel Partitions:

1. Delete all "A" and "B" type metal partitions except in Basement and substitute 4" tile walls with plaster-asphalt base and painted. Provide type "[illegible]" door complete, where door is shown in partitions.

2. Delete all "C" type metal partitions and substitute 4" tile partition complete with finish. Provide type "F" door with 1/4" clear plate glass panel.

3. Delete all "D" type metal partitions and substitute 4" tile partition complete with finish. Provide [illegible] No. 35 [illegible] door complete as specified in 15-09 (j) where doors are shown.

4. "E" type partition to remain with the following changes: omit perforations and metal top fillers. Provide mineral board top fillers [illegible]

8. SECTION IX - MISCELLANEOUS IRON, ETC. (continued)

5. Change partition between Rooms #40 and #44 from part "D" and part "E" type to "E" type modified as noted in (4) above.

Approved Partitions:

Hauserman - Mill - Virginia Metal Products.

a. Omit 6" channel and hangers supporting ceiling hung toilets compartments. Sheet A-16 detail 130.

b. Increase bronze convector grilles to 4'-4" long. See detail on Sh. A-22.

9. SECTION X - BRONZE WINDOWS AND SPANDRELS

Extrusions to be a minimum of 3/32" in thickness. Adequate reinforcing to be provided in mullisms and transom bars to resist wind stresses to which the window may be subjected.

Insulate back of spandrels with a 1/4" thick coat of "Insulmastic" sprayed on.

10. SECTION XI - METAL TOILET COMPARTMENTS

11-03 - Scope. Toilet compartments shall be panel type with narrow doors and front partitions with standard chrome finished hardware.

11. SECTION XV - INTERIOR FINISHED CARPENTRY

15-09 - (b) - Face veneers on doors may be 1/20" thickness. Attention called to sections of the specification stating that veneers must be well matched. Warped doors will be rejected.

15-09 - (i) - Delete

15-13 - (b) - Micarta "Decorator Colors" - Brown - Cigarette proof.

Provide oak handrail for Stairs #1.

12. SECTION XVII - INTERIOR MARBLE

17-06 - (a) - Change to "Coloroca" for walls and base as per approved sample in Architect's office.

13. SECTION XIX - CERAMIC TILE

1. Omit ceramic tile floor and wall in Kitchen.
2. Omit ceramic tile floor in toilet rooms #17 and #18.
3. Omit quarry tile on second floor roof set-back including rubber expansion joints.

SECTION XX - ASPHALT TILE

20-04 - (c) - Asphalt tile shall be 1/8" thick.

Omit asphalt tile and base in Lunch Room #13, Manager's Office #16, Corridor #40 and Stairs #1, 2, & 3 at Basement Floor level.

15. SECTION XXI - ACOUSTICAL TILE

To be in accordance with basic specification, tile shall have the following additional characteristics or exceptions:

a. Clean out drilled holes.
b. Light reflection 70%
[illegible] Finish paint shall be washable.
d. Painting of bevelled edges to be optional.
e. On installation, prime tile and apply 4 spots of adhesive in lieu of 5 as specified.

16. SECTION XXII - PAINTING

22-05 - (d) - Substitute roller stipple for brush stipple.

22-09 - Staining woodwork - Interior oak woodwork may be stained and filled in one operation

a. Add the following painting - Basement steel sash, area gratings and exterior pipe railings. Two coats of metal paint.

17. SECTION XXIII - FINISHED HARDWARE

23-03 - Scope:

a. Substitute wrought knobs and escutcheons for cast trim.
b. Box strikes may be wrought bronze in lieu of cast.
c. Yale type "GY" series and Schlage type "D" locks are approved.
d. Lawrence Bros. Inc. butts are approved.
e. Door closer arm bracket to be similar to Russwin #39.

18. SECTION XXVI - ELEVATORS

26-08 - Size and Capacity - Speed: Reduce from 300' per min. to 250' per min.

26-31 - Car and Hoistway Door Operators - Provide Otis Type "O", Westinghouse type "MI" or as approved in lieu of equipment specified.

26-37 - Door Hangers and Tracks - Furnish and install Otis type "B", Westinghouse type B3M or as approved door hangers and track in lieu of equipment specified.

26-38 - Elevator sills shall be as specified in lieu of full width shown on details.

26-55 - Car platform 3/16" checkered steel plate in lieu of wood. Provide metal side guards on platform.

SECTION XXVII - LIGHTING FIXTURES

27-01 - Scope: (1) Delete reference to "erection and connection" of fixtures. Manufacturers are not required to hang fixtures, but may arrange with Electrical Contractor for erection if desired.

a. Basement Corridor type "D" - 14" dia. glass, in lieu of type "B".

b. Provide vapor proof bracket fixtures in Dark Room and Blue print room, Basement where noted V.P. on electric plans.

c. Omit fixture G-1 on Stair #1. First Floor.

d. Fixture "J" to have 10" glass

e. Omit all B-16 lights and substitute type "C".

f. Fixtures in Rooms #2, 6, 10, 34, 35, 42, 43, 48 shall have stems to drop fixtures below pipes and duct work. Length will be determined on job.

g. Approved Substitutes for Type "A" Fixture:

1. G. E. - Boloflux - 9100 Series.
2. Westinghouse - type CL 80 and 120.
3. Sunbeam - "Streamliner" Ce 4003 Series.
4. Graybar - 9200 Series.
5. Litecontrol Corp. 9200 Series.
6. Baker-Barkon - S 5010.

NOTE: Type "A" fixtures must have the following features:

a. Hinged glass panel constructed with sufficient rigidity to prevent warping or buckling.

b. Quick release and securing of glass panel to facilitate servicing and relamping.

c. Manufacturers of lighting fixtures not listed by name, but who who will construct fixtures in accordance with the specifications are approved subject to approval of their shop drawings.

20. SECTION XXVIII - KITCHEN EQUIPMENT

Delete completely.

[illegible]

The following revisions shall be made to the basic original electrical plans. Generally the scheme is to omit all provisions for air conditioning equipment, all provisions for the kitchen, and to revise the feeders and switch gear as described. No plans or drawings are issued herewith, and all references are to the original plans issued August 22, 1949.

1. Omit the power panel and feeder completely for Mechanical Equipment Room No. 1 in the basement. Delete the 600 amp. breaker at the main switchboard.

2. Provide a 4" x 4" wire gutter with two 30 amp., 3 pole, class "C" safety switches, for a 1 H.P. and a 3 H.P. motor at Mechanical Room No. 1. Provide a 3 pole, [illegible] amp. breaker in panel "BA" and feed to the switches above with 3 No. 10 wires.

3. Provide an additional 20 amp., single pole breaker in panel "BA" with a feed to the flush valve control panel located in Mechanical Room No. [illegible]

4. Omit the power panel and feeder completely for Mechanical Equipment Room No. 2. Delete the [illegible] amp. frame breaker at the main switchboard.

5. Provide a 4" x 4" wire gutter with five 30 amp., 3 pole, class "C" safety switches for fan equipment in Mechanical Room No. 2. Provide a 50 amp., 3 pole breaker in panel "B-B" with 3 No. 8 to feed the wire gutter and switches.

6. Install outlets as directed for two 1/3 H.P., 120 volt motors in Mechanical Room No. 2. Provide two additional 20 amp., single pole breakers in panel "B-B" for these outlets.

7. Omit Cafeteria panel "B-C" and all wiring and outlets shown fed from this panel. Delete the feeder and 200 amp. breaker at the switchboard

8. Install a duplex receptacle on each column in the Cafeteria area fed from an additional 20 amp. circuit to be provided in panel "B-B".

9. Omit all wiring and provisions for the pushbutton and bell for the Cafeteria service entrance. The call bell to the Janitor's Room will remain as shown.

10. Delete two 35 amp., and one 50 amp., 3 pole breakers from the Penthouse Power Panel.

11. Change the feeder to the penthouse panel to 3 - 500 MCM and 1 No. 6 neutral in 3" conduit. Change the switchboard breaker for this feeder to a 600 amp. frame with 400 amp. trip.

12. Change the main switchboard as follows. Some of the changes below are noted in the preceding paragraphs.

a. Delete the [illegible] amp. breaker and sub-bus feeding the three 600 amp. frame breakers shown feeding the power panels. The three 600 amp. frame breakers are also to be omitted.

b. Delete the 200 amp. breaker shown feeding Cafeteria panel "B-C".

c. Provide a 600 amp. frame breaker with 400 amp. tripping for the reduced size Penthouse feeder.

d. Change the interrupting capacity ratings of the main secondary breakers from 50,000 amps. to 25,000 amps. R.M.S. current.

e. Reduce the main secondary bus from the Vault to the Switchboard from 2000 amps. to 1200 amps.

13. Provide the following changes in the Vault equipment and wiring.

a. Reduce the rating of the 5000 volt enclosed porcelain disconnects from 200 amps. to 100 amps.

b. Provide four 500 MCM copper conductors per leg from the transformer secondaries to the main secondary busses.

REVISIONS TO PLUMBING AND HEATING

Sheet M-1

Plumbing

Omit 6" C.I. drain line from MH "E" to location of compressors.

Sheet M-2

Plumbing

1. Cold water piping buried under floor to be Class 150 Universal cast iron pipe in lieu of galvanized wrought iron pipe originally specified. Provide proper fittings.
2. Omit 3" F.D. at Compressors 3 and 4 and all related connections to house sewer.
3. Omit all plumbing roughing, fixtures, etc. for lunch room, kitchen and toilet rooms No. 17 and 18. Connect area drain and elevator pit drain to sump pump using 2" pipe.

Heating

1. Omit concrete foundations for fans #1, 2 and 7 and for refrigeration compressors 1&2 and 3&4. These foundations are numbers 1, 3, 5, and 6 in the "Foundation Schedule".
2. Omit all trenched piping shown. Install piping in trenches as shown on attached drawings.

Sheet M-3

Plumbing

1. Omit 4" and 6" steel drainage piping wasting water from refrigeration compressors. Omit all cold water piping and connections related to supply cold water to refrigeration compressors.

Heating

1. Omit all ceiling outlets shown. Install side wall grilles to pass equivalent amount of air at 500 f.p.m. maximum face velocity. Install grilles at corridor partition.
2. Omit all convectors in basement. Retain air supply and exhaust system. Install booster coils and revise ductwork where and as shown on addenda drawings. Control steam coil at inlet to fan No. 4 from modulating control in fan discharge. Control booster coils from respective modulating thermostats located as shown. Provide motorized damper in outside air intake to close on fan stoppage. 2'-0" x 3'-0" O.S.A. duct to remain. Omit "DX" cooling coil originally shown for fan system #4.

3. Omit all supply and exhaust ducts serving lunch room. Install supply ducts as shown on addenda drawing to serve this space. Omit exhaust duct serving Toilet Rooms at Col. K-2.

4. Omit following fans, motors, drives and related heating and cooling coils, filters, housing, temperature control, and ductwork, Fans 1, 2, & 7.

5. Change capacity of vacuum pump No. 1 from 20,000 sq. ft. E.D.R. to 15,000 sq. ft. E.D.R.; No. 2 from 10,000 sq. ft. E.D.R. to 5,000 sq. ft. E.D.R.

6. Increase capacity of Fan No. 9 to 3500 c.f.m. Adjust motor power to suit.

7. Omit all refrigeration equipment and piping completely.

8. Increase all remaining steam risers to radiation from 1½" to 2".

9. Increase steam riser serving Zone II from 4" to 5"; increase return riser serving Zone II from 1½" to 2".

10. Carry steam and return piping to supply Zone I from equipment room to points of diversion on basement ceiling.

11. Increase steam main sizes as follows:

Zone I - Increase one pipe size all mains 2½" and over.

Zone II - Increase one pipe size all mains 3" and over

12. Increase return main sizes as follows:

Zone I - East side: Combine return main at A-3 (outside wall) Increase one pipe size all mains 1" and over.

Zone II - North side: Combine return at C-1 (outside wall) Increase one pipe size all mains one pipe size 1" and over. Connect return main Zone II East side at K-1 (outside wall). No drop risers to trench.

13. Increase steam risers to Fourth Floor ceiling (serving fifth floor radiation) from 3" to 3½". Ditto return riser from 1" to 1¼". Omit 3½" steam riser and 1½" return riser to fifth floor fan room. (Applies to each set of risers in East and West shafts.)

14. Omit 6'-0" x 2'-6" R.A. duct, 4'-0" x 3'-6" O.S.A. duct 30" x 12" kitchen exhaust duct and 3'-0" x 6'-0" supply duct in West shaft; omit 6'-0" x 2'-6" R.A. duct; 4'-0" x 3'-6" O.S.A. duct and 6'-0" x 3'-0" supply duct in East shaft.

Sheet M-4

Plumbing

1. All water closets to be floor type similar to Crane Santon 3-300. Trimmings as specified originally. Omit all closet hangers and related fittings

Omit lavatory carriers. Install lavatories similar to Crane Norwich 1-170 with center leg to floor. Size 20" x 18". Standard fittings similar to original specifications.

Heating

1. Omit all supply and exhaust ductwork, grilles outlets, etc., except ductwork and grilles related to toilet exhaust system.

2. Connect exhausts from Main Lobby to adjacent toilet exhaust systems.

3. Increase all steam risers one pipe size. This applies to risers only, not to stubs serving second floor convectors.

4. Increase convector capacities as follows:

Symbol	W.	H.	Sq. ft. E.D.R.
A	8"	32"	72.0
B	8"	32"	60.0
C	4"	24"	42.0
D	4"	24"	37.0
E	4"	24"	25.0

Remarks noted in original schedule apply.

Sheet M-5

Plumbing

1. Same as for sheet M-4

Heating

1. Items 1 and 3 noted for Sheet M-4 apply to Sheet M-5.

2. Increase convector capacities as follows:

Symbol	W.	H.	Sq. Ft. E.D.R.
A	4"	24"	42.0
B	4"	24"	37.00

Sheet M-6

Plumbing

1. Same as for sheet M-4.

Heating

1. Omit ductwork as noted in item 1 sheet M-4.

2. No change in riser sizes originally noted.

3. Change Convector sizes as noted for Sheet M-5.

Sheet M-7

Plumbing and Heating

Same as noted for Sheet M-6.

Sheet M-8

Plumbing

1. Same as for Sheet M-4.

Heating

1. Omit ductwork as per Item 1, Sheet M-4.

2. Change convector capacities to as follows:

Symbol	W.	H.	Sq. Ft. EDR
A	4"	24"	46.5
B	4"	24"	42.0

3. Omit steam and return piping to fifth floor fan room

Sheet M-9

Heating

1. Omit outside air intakes hereinbefore noted.

Sheet M-10

Omit all plumbing and heating items hereinbefore mentioned. Sink detail to apply to this addenda and shall be furnished and installed

Sheet M-11

Heating

1. Omit refrigeration compressors, cooling coils and items related.

2. Omit fans #3 and #5 and all related heating coils, cooling coils, piping, control, housings and ductwork, etc. Fan #6 remains as originally specified.

3. Omit all temperature control originally specified for fan systems 1, 2, 3, and 4. Install control for fan system #4 as noted under item 2, Sheet M-3.

4. Change size of differential control valves to pass following quantities of steam.

Zone I - 1560 lbs./hr
Zone II-1300 lbs./hr.

[illegible]

3 Steam manifold to be revised to provide the following valved connections.

Size of header 8"

Steam supply Zone I - 5" (was 4")

Steam supply Zone II - 5" (was 4")

Steam supply, fan #4 - 3".

Specifications

1. The following paragraphs in the specifications shall not apply: 25-56, 25-66, 25-67, 25-68, 25-69, 25-70, 25-71, 25-72, 25-73, 25-74, 25-87 and the last sub-paragraph of paragraph 25-92.

2. Add the following to the specifications:

   a. Standpipes (Dry) - Furnish and install a complete 4" dry standpipe system in stairways #2 and #3. Pipe galvanized steel. Extend standpipe to face of building and terminate with M. Greenberg's Sons #216 3-way bronze standpipe box with brass bell extensions and polished brass snoots, equipped with automatic clapper valves and caps with chains and polished cast brass standpipe plate #228. Provide 2½" plain body cast brass hose gate valves with polished brass cap and chain and japanned hand wheel at each floor. Where standpipe passes through roof, flash with Josam Type 1874 cast iron stack sleeve complete with accessories. On roof provide 2½" x 2½" x 4" cast bronze manifold complete with hose gates as specified for stairs.

      Standpipe in stair #2 offset under 5th floor to North side of shaft.

   b. Par. 25-25 Cast iron sump shall be 6'-0" deep.

   c. Par. 25-36 Substitute Crane #9261 "Cristal Drinking fountain for Crane "Corwith" originally specified.

   d. Par 25-28 Delete "construction of manholes" in fourth sentence of first paragraph.

   e. Par. 25-30 Fire lines are to cover same as specified for cold water lines.

3. Temperature control system for fan system No. 4 supplying basement area to be an electrical system of automatic control, modulating in action and complete with all wiring and connections. All wiring shall be run in conduit. Gear trains for valve and damper operators shall be totally enclosed and oil immersed.

4. Par. 25-36 - Stainless Steel Sinks: Metal for these sinks to be SS-B316 instead of 18-8 originally specified.

ALTERNATE NO. 1

State the amount to be deducted from the basic bid if the following work is omitted from the Fifth Floor.

a. Lighting Fixtures.

b. Asphalt tile floor and base.

c. Painting of walls.

d. Acoustical Tile on ceiling.

e. All partitions and doors except stair halls and elevators.

f. All plumbing fixtures in toilet rooms and drinking fountains. Rough-in only.

Form A-1[illegible]

OREGON STATE HIGHWAY COMMISSION

Project Authorization and Record of Work Orders

COPY

Section	State Highway Office Building at Salem	**Contract No.**	3250
Highway	-	**F. A. Project No.**	-
County	Marion	**Job Prefix**	24-3451
Kind of Work	Building Construction	**Date of Award**	November 8, 1949
Contractor	Sound Construction & Engineering Co.	**Division Engineer**	

CONSTRUCTION AUTHORIZATION

Contract amount .... $

Additional anticipated items:

$

SEE ATTACHED SHEET FOR
PROJECT AUTHORIZATION

Subtotal .... $

Contingencies (4½%) ....

Construction Engineering (8%) ....

Subtotal .... $

Credit for maintenance rock ....

Total original construction authorization .... $

Authorization increases, approved by Commission:

.... $

....

....

Total present construction authorization .... $

Survey authorization $

Right of way authorization $

RECORD OF WORK ORDERS

Date Order Received	Date of Order	Kind of Order	Number of Order	Net Amount	Remarks	PRESENT ESTIMATE OF COST	
						Month	Amount

AUTHORIZATION

STATE HIGHWAY OFFICE BUILDING

1.	Contract Amount	$1,599,931.00
2.	Anticipated Additional Items:	
	Landscaping	20,000.00
	Subtotal, Items 1 and 2	$1,619,931.00
3.	Contingencies and Engineering:	
	Architect's Fees (6% of Contract Amount)	95,995.86
	Field Engineering	10,000.00
	Contingencies	64,000.00
	Estimated Construction Cost	$1,789,926.86
4.	Property Cost (Already Expended)	246,881.00
	Estimated Total Cost	$2,036,807.86

Right of Way Authorization $246,881.00

NEW STATE HIGHWAY OFFICE BLDG.
SALEM, OREGON

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* * * *

ADVERTISEMENT FOR BIDS

Sealed proposals will be received by the Oregon State Highway Commission, in the Green Room of the Imperial Hotel, in Portland, Oregon, at __________ o'clock, ___________, 1949, for the construction of an Office Building at Salem, Oregon, for the State of Oregon, and will then and there be opened and publicly read aloud. Bids received after the time fixed for opening the same will not be considered.

Plans, specifications, and forms of contract documents may be obtained in the office of Whitehouse, Church, Newberry & Roehr, Architects, at 619 Builders Exchange Building, Portland 4, Oregon, upon deposit of Fifty Dollars ($50.00).

The full amount of deposit for one set of documents will be returned to each actual bidder within a reasonable time after receipt of bids.

All Contractors shall comply with all state laws pertaining to the qualification of bidders, and particularly title 98, chapter 1, Oregon Compiled Laws Annotated.

Each proposal shall be made out on a bid form contained in the contract documents and shall be accompanied by a certified check or bid bond made payable to the Oregon State Highway Commission in an amount not less than 5% of the total amount of the proposal.

The Oregon State Highway Commission reserves the right to reject any or all bids.

No bidder may withdraw his bid after the hour set for the opening unless said award is delayed for a period exceeding 30 days.

OREGON STATE HIGHWAY COMMISSION

Date ______________________________

INSTRUCTIONS TO BIDDERS

1. SCOPE OF WORK

The work contemplated under this contract includes all labor, materials, transportation, equipment and services necessary for, and reasonably incidental to the completion of all construction and mechanical work in connection with the project described in the specifications and the accompanying drawings.

2. PREQUALIFICATION OF BIDDERS

All Contractors shall comply with all laws of Oregon pertaining to the qualifications of bidders, and particularly 98-103, Oregon Compiled Laws Annotated, requiring a prequalification statement on a form provided by the Oregon State Highway Commission ten (10) days before the opening of bids.

3. SPECIAL NOTICE

The competency and responsibility of bidders and of their proposed subcontractors will be considered in making the award.

The State reserves the right to reject any or all bids.

4. EXAMINATION OF SITE AND CONDITIONS

Before submitting a proposal, bidders must carefully examine the drawings and specifications, visit the site of the work, and fully inform themselves as to all existing conditions and limitations. They shall include in the proposal a sum to cover the cost of all items contemplated by the contract.

5. INTERPRETATION OF PROPOSED CONTRACT DOCUMENTS

If a bidder finds discrepancies in, or omissions from, the drawings or documents, or if he is in doubt as to their meaning, he shall at once notify the Architect, who will send written instructions to all bidders.

Any requests for interpretations of the drawings or specifications, or request for approval of material, when certain manufacturer's material or its approved equal is called for, shall be presented to the Architect, in writing, at least ten (10) days previous to the date on which bids are to be opened. Such requests will be answered in the form of bulletins or addenda which when issued will be sent all bidders.

Any bulletins or addenda so issued are to be covered in the proposal, and in closing the contract they will become a part of the agreement.

6. SECURITY TO BE FURNISHED BY EACH BIDDER

Each proposal must be accompanied by a certified check or a bid bond in an amount equal to 5% of the total amount of the proposal as

6. SECURITY TO BE FURNISHED BY EACH BIDDER (Continued)

guarantee that if awarded the contract the bidder will execute the contract and give bond as required. The successful bidder's check or bid bond will be retained until he has entered into a satisfactory contract and furnished a 100% performance bond. The State reserves the right to hold the certified check or bid bonds of the three lowest bidders until the successful bidder has entered into a contract and furnished a 100% performance bond. Bid bonds shall be furnished on the form bound herein.

Should the successful bidder decline to enter into a contract and furnish a satisfactory performance bond within five (5) days after his proposal has been accepted, the certified check or bid bond shall be forfeited as liquidated damages.

7. FILLING IN AND DELIVERY OF PROPOSAL FORMS

Each proposal must be presented under sealed cover, to the State Highway Commission at the time and place fixed for the receiving of bids, and must be made identifiable by a notation upon the outside of the cover stating that it is a proposal and giving the name of the particular project to which it applies.

To insure the receipt and consideration of proposals by the State Highway Commission, same must be delivered by the bidder in person, or by messenger, particularly in cases where bids are to be received at some place other than Salem, Oregon. The Highway Commission has no postoffice address other than Salem, and proposals mailed to any other address will be delayed in delivery. Proposals mailed to the Highway Commission at Salem will be given consideration if received at the Salem office in time to be conveniently transmitted to the place of meeting before the hour of opening bids, but the submission of bids in this manner is not desired, and the Highway Commission assumes no responsibility for the receipt, transmittal, or consideration of bids so submitted.

All proposals must be made in the proposal form provided by the State Highway Commission for the particular work upon which the proposal is made. They must give the prices proposed, both in writing and in figures, and they must contain all signatures, names, addresses, and other information called for.

8. MODIFICATION OF PROPOSAL

No oral, telegraphic, or telephonic proposals or modifications will be considered.

9. AGREEMENT

A form of contract to be entered into by the successful bidder is attached to and included in the general conditions of the contract.

10. DOCUMENTS

All drawings, specifications, and other contract documents shall be returned to the office of the Oregon State Highway Commission, Salem, Oregon in an unmutilated condition and without any marks or annotations, before refund of deposit will be made.

11. ALTERNATES

Bidders shall state in their proposals, the amount to be deducted from, or added to, the basic bid, for all alternates as specified.

GENERAL CONDITIONS OF THE CONTRACT

1. CONTRACT DOCUMENTS

The Contract Documents consist of the Contract, General Conditions, Instructions to Bidders, Accepted Bid, Plans and Specifications, and such special conditions as may be submitted by the Architect.

2. DOCUMENTS

After the award of the Contract to the successful bidder, three copies of all scale drawings and specifications and two copies of all full-size drawings will be furnished by the Architect free of charge. Any additional copies desired will be paid for by the Contractor.

3. INTERPRETATION OF DOCUMENTS

The documents forming the Contract Documents are complimentary and what is called for by one shall be as binding as if it were called for by all. They are intended to include all detail of labor and material reasonably necessary for the proper execution of the work. Should there be any discrepancy between the specifications and the plans, the specifications shall have precedence.

4. DEFINITION OF TERMS

In the Contract Documents, the following terms shall be understood as hereinbelow defined:

a. "State" means the State of Oregon, acting through its authorized representatives.

b. "State Highway Commission" means the Oregon State Highway Commission.

c. "Contractor" means the individual, firm or corporation awarded the general contract for the work contemplated. The Contractor is herein mentioned as masculine singular, merely for convenience and without special signification.

d. "Architect" shall mean the person, firm or corporation appointed by the State Highway Commission to draw plans, make specifications and have supervision of the work contemplated by the contract. Reference is herein made, for convenience only and without special signification, to the Architect as masculine singular.

5. CONFORMITY TO PLANS AND SPECIFICATIONS

The work shall be done in strict conformity to the plans and speci-

5. CONFORMITY TO PLANS AND SPECIFICATIONS (Continued)

fications and with such instructions as shall from time to time be given by the Architect. The Contractor shall provide such assistance and materials as may be required by the Architect for giving lines, grades, etc., and shall protect and preserve in their original position all stakes, points or marks set for the work.

6. ADDITIONAL INSTRUCTIONS

In the event that it is found that the instructions and drawings contained in the contract documents are not sufficiently clear to permit the Contractor to proceed with the work, the Architect shall, either upon his own motion or upon request from the Contractor, furnish such additional written instructions, together with such additional drawings as may be necessary. When such request is made by the Contractor, it must be made in ample time to permit the preparation of the instructions and drawings by the Architect before the construction of the work covered by them is undertaken. Such additional instructions and drawings shall not be inconsistent with the contract documents and shall have the same force and effect as if contained in the contract documents.

For the purpose of avoiding delays in the preparation of such additional instructions and drawings, the Architect and the Contractor shall jointly prepare a schedule showing the time for the commencement of the work to be included in them and time the Contractor shall furnish the necessary shop drawings, which may be required for their preparation. The Contractor shall do no work without proper drawings or instructions and shall at his own expense replace any work wrongly executed.

7. SHOP DRAWINGS

The Contractor shall submit with such promptness as to cause no delay in his own work or in that of any other Contractor, two copies of all shop or setting drawings and schedules required for the work of the various trades, and the Architect shall pass upon them with reasonable promptness, making desired corrections, including all necessary corrections relating to artistic effect. The Contractor shall make any corrections required by the Architect, file with him two corrected copies and furnish such other copies as may be needed. The Architect's approval of such drawings or schedules shall not relieve the Contractor from responsibility for deviations from drawings or specifications, unless he has in writing called the Architect's attention to such deviations at the time of submission, nor shall it relieve him from responsibility for errors of any sort in shop drawings or schedules.

8. SAMPLES

The Contractor shall furnish for approval samples of material as directed. The materials used in the work shall be in accordance with approved samples.

9. MATERIALS AND WORKMANSHIP

The intent of the plans and specifications is to provide for the construction and completion in every detail of the work described therein and it is understood that the Contractor will furnish all labor and materials, tools, equipment, transportation, and necessary supplies, such as may reasonably be required to execute the contract in a satisfactory and workmanlike manner and in accordance with the plans, specifications, and terms of the contract.

Unless otherwise specified, all materials shall be new. All materials shall be of the best of the several kinds called for and it is intended that only the best methods and materials, as recognized by useage in first class work, shall be used. All workmanship shall be of the highest quality in every particular.

Only workmen skilled in their respective lines shall be employed in order to achieve the above results. The Contractor shall at all times maintain strict discipline and good order among his employees.

10. TIME

Time is of the essence of this contract. The Contractor shall at all times carry on the work diligently and without delay and shall punctually fulfill all requirements herein made of him.

11. ROYALTIES AND PATENTS

The Contractor shall pay all royalties and license fees. He shall defend all suits or claims for infringement of any patent rights and shall save harmless from loss on account thereof, the State of Oregon, the Oregon State Highway Commission, its members and employees.

12. PERMITS

The Contractor shall procure all necessary permits, pay for the same, and shall obtain all official licenses for the construction of the work and for temporary obstructions, inclosures, opening of streets for pipes, walls, etc., arising from the construction and completion of the work as mentioned in the specifications. He shall be responsible for all violations of the law for any cause in connection with the construction of the work or caused by obstructing streets, sidewalks, etc., and he shall give all requisite notices to public authorities.

13. PROTECTION OF WORKMEN AND PROPERTY

The Contractor shall erect and maintain good and sufficient guards, barricades, and signals at all unsafe places at or near the work, and shall in all cases maintain safe passageways at all road crossings, crosswalks, street intersections, and shall do all other things necessary to prevent accident or loss of any kind.

13. PROTECTION OF WORKMEN AND PROPERTY (Continued)

The Contractor shall protect from damage all water, sewer, gas and steam or other pipes or conduits, and all hydrants and all other property that is liable to become displaced or damaged by the execution of the work.

14. INSPECTION

The Architect will make periodic inspections of the work and the Architect and his representatives and representatives of the State Highway Commission shall have access to the work at all times. If any work is covered up without the consent or approval of the Architect, it must, if required by the Architect, be uncovered for examination at the Contractor's expense.

15. CORRECTION OF WORK AFTER FINAL PAYMENT

Neither the final certificate of payment nor any provision in the Contract Documents shall relieve the Contractor of responsibility for faulty materials or workmanship and, unless otherwise specified, he shall remedy any defects due thereto and pay for any damage to other work resulting therefrom, which may appear within a period of one year from the date of acceptance of the completed building or installation. The State shall give notice of observed defects with reasonable promptness.

16. SUPERINTENDENCE

The Contractor shall keep on his work, during its progress, a competent superintendent, who shall represent the Contractor in his absence. Important directions to the superintendent shall be confirmed in writing to the Contractor.

17. CHANGES IN WORK

The right is reserved, without impairing the contract, to order the performance of such extra work of a class not contemplated in the Proposal as may be considered necessary to complete fully and satisfactorily the work included in the contract. Such changes and extra work shall be done in accordance with the Contract Documents in so far as the Contract Documents are applicable.

In the event of any such changes or extra work of a class not covered by the prices included in the Contract Documents, the basis of payments shall be agreed upon in writing between the Parties in the Contract before such work is done. Where such method of payment cannot be agreed upon prior to the beginning of the work, then such work shall be performed by the Contractor on the basis of furnishing labor, material, and insurance at cost, plus fifteen per cent (15%) to cover profit, superintendence, and general expense.

18. STATE'S RIGHT TO TERMINATE CONTRACT

If the Contractor should be adjudged a bankrupt, or if he should make a general assignment for the benefit of his creditors, or if a receiver should be appointed on account of his insolvency, or if he should persistently or repeatedly refuse or should fail, except in cases for which extension of time is provided, to supply enough properly skilled workmen or proper materials, or if he should fail to make prompt payment to subcontractors or for material or labor, or persistently disregard laws, ordinances or the instructions of the Architect, or otherwise be guilty of a substantial violation of any provision of the contract, then the State may, without prejudice to any other right or remedy and after giving the Contractor seven days' written notice, terminate the employment of the Contractor and take possession of the premises and of all materials and appliances thereon and finish the work by whatever method it may deem expedient. In such case the Contractor shall not be entitled to receive any further payment until the work is finished. If the unpaid balance of the contract price shall exceed the expense of finishing the work including compensation for additional managerial and administrative services, such excess shall be paid to the Contractor. If such expense shall exceed such unpaid balance, the Contractor shall pay the difference to the State. The expense incurred by the State as herein provided, and the damage incurred through the Contractor's default, shall be certified by the Architect.

19. CORRECTION OF WORK BEFORE FINAL PAYMENT

The Contractor shall promptly remove from the premises all materials condemned by the Architect as failing to conform to the Contract, whether incorporated in the work or not, and the Contractor shall promptly replace and re-execute his own work in accordance with the Contract and without expense to the State and shall bear the expense of making good all work of other contractors destroyed or damaged by such removal or replacement.

20. USE OF PREMISES

The Contractor shall confine his apparatus, storage of materials, and operation of his work to the limits indicated by law, ordinances, permits or directions of the State, and shall not unreasonably encumber the premises with his materials. The Contractor shall enforce the State's instructions regarding signs, advertisements, fires and smoking.

21. PROTECTION

The Contractor shall protect from damage all buildings, trees, shrubs, lawns, and all landscape work, and shall provide guards and covering for them. Any such property damaged shall be repaired or replaced at the Contractor's expense. Smoking on certain portions of the site premises shall be prohibited and signs to that effect shall be posted conspicuously. Fires shall not be built on the premises except with the express consent of the State.

22. CUTTING, PATCHING AND EXCAVATION

The Contractor shall do all cutting, fitting or patching of his work that may be required to make its several parts come together properly and fit it to receive or be received by work of other Contractors shown upon, or reasonably implied by, the Drawings and Specifications for the completed structure, and he shall make good after them as the Architect may direct.

The Contractor shall do all cutting of walls and pavements as may be necessary to install the work and shall, after the equipment is installed, restore such surfaces to an approved condition.

All excavating necessary to the execution of this contract shall be done by the Contractor who shall also furnish all labor necessary to properly backfill all excavations as the equipment is installed and inspected.

23. CLEANING UP

From time to time as may be ordered by the State, and in any event, immediately after completion of the work, the Contractor shall, at his own expense, clean up and remove all refuse and unused materials of any kind resulting from the work and upon failure to do so within twenty-four (24) hours after having been notified by the State, the work may be done by others and the cost thereof charged to the Contractor and deducted from his final estimate.

24. PROTECTION TO STREETS, ALLEYS AND WALKS

Street and alley grading and paving, walks, curbs, trees, shrubs and lawn on parking or in streets and alleys must be fully protected from injury throughout the prosecution of the contract, and if the same or any thereof are damaged they shall be repaired or replaced at the expense of the Contractor.

25. APPLICATION FOR PAYMENT

Partial payments shall be paid the Contractor for the work done in each calendar month during the course of construction. The Contractor shall submit to the Architect an application for such partial payment at the end of each calendar month, and if required, receipts or other vouchers showing his payments for material and labor, including payments to subcontractors. Payment to the Contractor of such partial payments will be made after auditing of the application by the State Highway Commission. Payment of partial payments may be expected in approximately thirty (30) days after submission of the application. To assist in auditing the applications, the Contractor shall submit to the Architect a schedule of values of the various parts of the work, aggregating the total sum of the contract.

26. CERTIFICATES OF PAYMENT

Upon receipt of applications as above, the Architect shall, not later than five (5) days before the date each payment is due, issue to the Contractor a certificate for such amount as he decides to be properly due. No certificate issued or payment made to the Contractor shall be an acceptance of any work or materials not in accordance with this contract.

Fifteen per cent (15%) of all moneys earned by the Contractor as approved by the Architect, will be retained by the State until final completion and acceptance of all work covered by this contract. Said moneys will not be released until the expiration of thirty (30) days after the acceptance of the completed contract or work.

27. CONTRACTOR'S LIABILITY INSURANCE

The Contractor shall accept the terms of the Workmen's Compensation Act of the State of Oregon and shall carry on his work under the provisions of that law. He shall also protect himself by liability insurance against any and all claims for damages to person or property which may arise out of operations under this contract, whether such operations be by himself or a sub-contractor or by any one directly or indirectly employed by either of them. Certificates of such insurance shall be filed with the State Highway Commission and shall be subject to its approval as to adequacy of protection.

28. STATE'S LIABILITY INSURANCE

The State at its option may maintain such insurance as will afford to its representatives and officers protection from contingent liability for damage to person or property which may arise from operations under this contract.

29. FIRE INSURANCE

The Contractor shall effect and maintain fire insurance upon the entire structure on which the work of this contract is to be done to one hundred percent of the insurable value thereof, including items of labor and materials connected therewith whether in or adjacent to the structure insured, materials in place or to be used as part of the permanent construction, including surplus materials, shanties, protective fences, bridges, temporary structures, miscellaneous materials and supplies incident to the work, and scaffoldings, stagings, towers, forms, and equipment, the cost of which is included in the cost of the work.

Certificates of such insurance shall be filed with the State Highway Commission and shall be subject to its approval as to adequacy of protection.

30. CONTRACT SECURITY

The Contractor shall furnish a surety bond in an amount equal to one hundred per cent of the contract price, as security for the faithful performance of this contract and the payment of all obligations hereunder

30. CONTRACT SECURITY (Continued)

arising. This bond shall cover not only all requirements of this contract, but also those included in title 98, chapters 1 and 2, Oregon Compiled Laws Annotated. The surety bond shall be on the form of "Bond to Accompany Contract" included herein.

31. ASSIGNMENT

The Contractor shall not assign the Contract or sublet it as a whole without the written consent of the State, nor shall the Contractor assign any moneys due or to become due to him hereunder, without the previous consent of the State.

32. RESPONSIBILITY FOR DAMAGES

The Contractor shall be responsible for all damage to property, injury to persons, and loss, expense, inconvenience, and delay that may be caused by, or result from, the carrying out of the work to be done under this contract, or from any act, omission or neglect of the Contractor, his subcontractors, or employees.

The Contractor shall indemnify and save harmless the State of Oregon, Oregon State Highway Commission, the Architect, and all employees of the State of Oregon from all suits or actions of every name and description brought for or on account of any damage, injury, loss, expense, inconvenience, or delay received or sustained by any person, or damage caused to any property, which damage, injury, loss, expense, inconvenience, or delay may have been caused by or may have resulted from the carrying out of the work to be done under the contract, or from any act, omission, or neglect of the Contractor, his subcontractors, or his employees; provided, however, that the State shall promptly call to the attention of the Contractor any claim filed with the State for any such injury or damage, and if suit or action be commenced to recover for any such claim or damage, the State shall, before time for answer expires or before default has been entered, furnish the Contractor or his surety with a copy of the complaint. In case there should be any such suits or actions, so much of the money due to the Contractor under and by virtue of the contract as shall be considered necessary by the Architect may be retained by the State until such suits or actions shall have been settled or until the interests of the State, or of the persons concerned, have been otherwise satisfactorily protected.

33. PERSONAL LIABILITY OF PUBLIC OFFICIALS

In carrying out the provisions hereof, or in exercising any power or authority granted to him by the contract, there will be no liability upon the Architect, or his authorized assistants or employees of the State or members of the Oregon State Highway Commission, either personally or as officials of the State of Oregon, it being always understood that in such matters they act as the agents and representatives of the State.

34. LIABILITY FOR CLAIMS

The Contractor shall promptly, as due, make payment to all persons supplying labor or material for the prosecution of the work provided for in this contract, and shall also pay all contributions or amounts due the State Industrial Accident fund and the Unemployment Compensation fund from such Contractor or subcontractor incurred in the performance of this work.

The Contractor shall not permit any lien or claim to be filed or prosecuted against the State on account of any labor or material furnished.

Should the Contractor fail, neglect or refuse to make prompt payment of any claim for labor or services, furnished by any person in connection with this contract as said claim becomes due, whether said services and labor be performed for said Contractor, or a subcontractor, then and in such event, the State Highway Commission may pay such claim to the person furnishing such labor or services and charge the amount thereof against funds due or to become due the Contractor by reason of this contract, but the payment of any such claims in the manner herein authorized shall not relieve the Contractor or his surety from his or its obligation with respect to any unpaid claims.

35. MEDICAL CARE

The Contractor shall promptly, as due, make payment to any person, co-partnership, association or corporation furnishing medical, surgical and hospital care or other necessary care and attention incident to sickness or injury, to the employees of such Contractor, of all sums which the said Contractor agrees to pay for such services and all moneys which the Contractor may deduct from the wages of his employees for such services pursuant to the terms of Chapter 344, Oregon Laws 1941, as amended by Chapter 298, Oregon Laws 1945, and any contract entered into pursuant thereto, and all moneys collected or deducted from the wages of said employees pursuant to any law, contract or agreement for the purpose of providing or paying for such services.

36. COMPLIANCE WITH FAIR LABOR STANDARDS ACT AND HOURS OF EMPLOYMENT

The attention of the Contractor is called to the fact that the Highway Commission has been advised by the Wage and Hour Division, U. S. Department of Labor, that Contractors engaged in construction work are required to meet the provisions of the Fair Labor Standards Act of 1938 (52 Stat. 1060).

The hours of employment for labor and the rates of pay for overtime employment shall be in conformance with the requirements of state and federal laws and regulations.

In the matter of overtime employment of labor and payment for such overtime employment, the Highway Commission will exercise no control, the understanding in that connection being that the matter is covered by State Laws, Federal Enactments, Presidential Orders, etc., and that enforcement of said laws, enactments, orders, etc., is the responsibility of the

36. COMPLIANCE WITH FAIR LABOR STANDARDS ACT AND HOURS OF EMPLOYMENT(Cont.

regularly appointed State and Federal enforcement officers, and the State and Federal Courts.

To comply with the state law (Section 98-201, C.C.L.A.), the following provisions relative to hours of employment and payment for employment in excess of such hours is included in the contract and made a part thereof:

> No person shall be employed for more than eight hours in any one day, or forty-eight hours in any one week, unless in case of emergency, when no other competent labor is available, and in such cases such laborer shall be paid double wages for all overtime.

As, in view of recent Federal Legislation and Presidential Order, the power of the Highway Commission to enforce the above-stated provision of the contract is subject to question, the Highway Commission does not propose to undertake enforcement of the same unless, and until, the Commission's obligation and authority so to do is established by court order, or by other compelling action.

The position taken by the Commission, as indicated in the above paragraph, does not relieve the Contractor of any of his legal responsibilities under the several laws, enactments, and presidential orders involved. It is to be understood by the Contractor, therefore, that any non-compliance with such laws, enactments, and orders (including non-compliance with the state law relating to double payment for overtime) will be at the responsibility of the Contractor.

In connection with the matters mentioned in the foregoing paragraphs, the Contractor's attention is called particularly to the following state and federal laws and orders:

1. Sections 98-207, 98-208, 98-209, Oregon Compiled Laws Annotated, and Chapter 345, Oregon Laws 1941.
2. Federal "Fair Labor Standards Act of 1938."
3. Executive Order issued by the President of the United States on September 9, 1942.

37. TRANSPORTATION TAX

Under the federal act which imposes a tax of three per cent on amounts paid for transportation of property by motor vehicle, rail, water or air, exemption from payment of the tax is allowed where property is transported to or from the government of a state or other political subdivision, or an agency or instrumentality thereof, and the shipping papers show the consignor or consignee to be such an organization.

A recent ruling of the Internal Revenue Service is to the effect that this exemption applies to shipments of materials used in construction work paid for by the State provided the shipments are, with proper authority, consigned from or to the State or an agency thereof.

37. TRANSPORTATION TAX (Continued)

In view of this situation and in order that the State may benefit from the exemption thereby allowed, the State Highway Commission hereby authorizes the Contractor to whom the contract is awarded to have all shipments of materials, destined to enter into the work covered by the contract and to become the property of the State, consigned to the Oregon State Highway Commission in care of the Contractor and to claim exemption from the transportation tax that would otherwise be imposed on such shipments.

This authority is granted to the Contractor by the Highway Commission with the understanding that the saving to be made by the exercise of this exemption privilege will be reflected in the prices bid for the contract work and will in that manner accrue to the benefit of the State and other governmental agencies by which funds for the work are contributed.

Exemption from the transportation tax does not apply to shipments of fuel, lubricants, spare parts, equipment, plant, consumable supplies, construction forms, forms, form lumber or other items which do not become a part of the completed work or which do not become the property of the State, and the Contractor is not, by these provisions, authorized to use the name of the Oregon State Highway Commission or the State of Oregon in the consignment of shipments of such items.

The Contractor is cautioned that any misuse of the authority hereby granted wherein shipments not eligible for exemption hereunder are consigned to the State Highway Commission, thereby wrongfully relieving the Contractor of an obligation to pay a transportation tax, is a violation of federal law subject to punishment as prescribed therein.

38. PURCHASE OF MATERIALS

Preference shall be given to materials and products manufactured in the State of Oregon.

39. PROSECUTION OF THE WORK

The Contractor shall commence work on this project within ten (10) days after the award of the contract. The work shall then be continuously carried to completion subject to the provisions of the contract. The progress of the work shall be at a rate sufficient to complete the contract within the time specified unless otherwise agreed with the State.

40. SUBCONTRACTORS

The Contractor shall, as soon as practicable after the execution of the contract, notify the Architect in writing of the names of subcontractors proposed for the principal part of the work and for such other parts as the Architect may direct. He shall not employ any subcontractors to whom the Architect may within a reasonable time object as incompetent or unfit.

The Contractor shall not be required by the Architect to employ any subcontractor against whom he has a reasonable objection.

40. SUBCONTRACTORS (Continued)

The Contractor agrees that he is as responsible to the State for the acts and omissions of his subcontractors and of persons directly or indirectly employed by them, as he is for the acts and omissions of persons employed directly by himself.

41. RELATIONS OF CONTRACTOR AND SUBCONTRACTOR

The Contractor agrees to bind every Subcontractor and every Subcontractor agrees to be bound by the terms of the Contract Documents as far as applicable to his work, including the following provisions of this article.

This does not apply to minor subcontracts.

The Subcontractor agrees - - - -

a. To be bound to the Contractor by the terms of the Contract Documents and to assume toward him all the obligations and responsibilities that he, by those documents, assumes toward the State.

b. To submit to the Contractor applications for payment in such reasonable time as to enable the Contractor to apply for payment under Section 25 of the General Conditions.

c. To make all claims for extras, to the Contractor in the manner provided in the General Conditions for like claims by the Contractor upon the State, except that the time for making claims for extra cost is one week.

The Contractor agrees - - - -

d. To be bound to the Subcontractor by all the obligations that the State assumes to the Contractor under the Contract Documents and by all the provisions thereof affording remedies and redress to the Contractor from the State.

e. To pay the Subcontractor, upon the payment of certificates, if issued under the schedule of values described in Section 25 of the General Conditions, the amount allowed to the Contractor on account of the Subcontractor's work to the extent of the Subcontractor's interest therein.

f. To pay the Subcontractor, upon the payment of certificates, if issued otherwise than as in (e), so that at all times his total payments shall be as large in proportion to the value of the work done by him as the total amount certified to the Contractor is to the value of the work done by him.

g. To pay the Subcontractor to such extent as may be provided by the Contract Documents or the subcontract, if either of these provides for earlier or larger payments than the above.

41. RELATIONS OF CONTRACTOR AND SUBCONTRACTOR (Continued)

h. To pay the Subcontractor on demand for his work or materials as far as executed and fixed in place, less the retained percentage, at the time the certificate should issue, even though the Architect fails to issue it for any cause not the fault of the Subcontractor.

i. To pay the Subcontractor a just share of any fire insurance money received by him, the Contractor, under Section 29 of the General Conditions.

Nothing in this section shall create any obligation on the part of the State to pay any sums to any Subcontractor or to enforce payment to him by the Contractor.

42. ARCHITECT'S STATUS

The Architect shall have general supervision and direction of the work. He is the agent of the State only to the extent provided in the Contract Documents and when in special instances he is authorized by the State so to act. He has authority to stop the work whenever such stoppage may be necessary to insure the proper execution of the Contract.

43. ARCHITECT'S DECISIONS

The Architect shall decide any and all questions which may arise as to the quality and acceptability of materials furnished and work performed, the manner of performance and the rate of progress of the work, the interpretation of the plans and specifications, and the acceptable fulfillment of the terms of the contract.

44. CASH ALLOWANCES

The Contractor shall include in the contract sum all allowances named in the Contract Documents and shall cause the work so covered to be done by such Contractors and for such sums as the Architect may direct, the contract sum being adjusted in conformity therewith. The Contractor declares that the contract sum includes such sums for expenses and profit on account of cash allowances as he deems proper. No demand for expenses or profit other than those included in the contract sum shall be allowed.

45. MEASUREMENTS

Before ordering any material or doing any work, the Contractor shall verify all measurements at the building and shall be responsible for the correctness of same. No extra charge or compensation will be allowed on account of difference in actual dimensions and the measurements indicated on the drawings; any difference which may be found, shall be submitted to the Architect for consideration before proceeding with the work.

46. SPECIFICATIONS

Titles to divisions and paragraphs in these Contract Documents are introduced merely for convenience and are not to be taken as a part of the specifications or as a correct or complete segregation of the several units

46. SPECIFICATIONS (Continued)

of material and labor. No responsibility, either direct or implied, is assumed by the Architect for omissions or duplications by the Contractor or his subcontractors, due to real or alleged error in arrangement of matter in these contract documents.

47. REMOVAL OF PROTECTIONS

The Contractor shall remove from the premises, and from adjacent streets, alleys and parking, when their use is no longer required, all temporary protections in or about the building installed and called for under Sections 13 and 21 of these General Conditions.

48. ORDER OF WORK

If, in the judgment of the Architect, it becomes necessary at any time during erection of the building, in order to accelerate the work, the Contractor or Subcontractor, when ordered and directed by the Architect, shall cease work at any particular point and transfer his men to such other point or points, and execute such portions of his work, as may be required by the Architect. All work shall be done in the order directed by the Architect.

49. CLEANING

The Contractor shall keep the premises clean at all times and shall remove all rubbish as often as directed by the Architect.

The Contractor shall employ a professional window washer and at the completion of all work, shall cause him to wash all glass throughout the building, removing all stains, etc., on same. Care shall be taken not to scratch the glass in this cleaning.

Upon the completion of the work the Contractor shall remove all rubbish from and about the building and all tools, scaffolding and surplus materials and shall leave his work "broom clean." In case of dispute the State may remove the rubbish and charge the cost to the Contractor.

50. SCHEDULE OF WORK

Before signing the contract, the Contractor shall prepare a definite time schedule according to which he shall work and of which he shall immediately furnish the Architect a copy. He shall, in the preparation of the schedule heretofore mentioned, make provision therein for the proper installation of work of other Contractors.

51. USE OF NONMETALLIC MINERAL CONSTRUCTION MATERIAL

The provisions of Chapter 24, Oregon Laws 1943, are to be complied with in this project as far as applicable.

52. TIME OF COMPLETION

All work under this contract shall be completed within fifteen (15) calendar months after the award of the contract.

53. EXTENSION OF CONTRACT TIME

The time for completion of the work contemplated under this contract is specified above, and it is understood that completion of the work within the time specified is an essential part of the contract. If the Contractor finds it impossible to complete the work within the time specified, he shall make written application to the State Highway Commission for an extension of time sufficient to complete the work, giving therein the reasons for failure to complete within the time specified. This application shall be accompanied by the written consent of the surety for such extension. The State Highway Commission may grant such extension subject to the assessment against the Contractor of the cost of all engineering and inspection work performed by the State after the date of completion hereinabove specified.

GENERAL CONDITIONS (SUPPLEMENTARY)

SECTION I

1-01 - LINES AND LEVELS

(a) The Owner will establish the lot lines, restrictions, and a bench mark.

(b) All other grades, lines, levels and bench marks shall be established and maintained by the General Contractor who shall be responsible for same.

(c) The Contractor shall verify all grades, lines, levels, and dimensions as shown on the drawings, and he shall report any errors or inconsistencies in the above to the Architect before commencing work.

(d) The Contractor shall provide and maintain well-built batter boards at all corners; he shall establish on each floor not less than eight bench marks located where designated by the Architect.

(e) As the work progresses, the Contractor shall lay out on the forms the exact location of all partitions as a guide to all trades.

1-02 - TEMPORARY BUILDINGS

(a) The Contractor shall provide and maintain on the premises, sheds for the storage of all materials which might be damaged by the weather.

(b) The Contractor shall provide a temporary office for his own use and a structure for the proper shelter of his employees.

1-03 - ARCHITECTS' AND CLERK-OF-WORKS' OFFICE

(a) The Contractor shall provide a 10' x 14' water-tight office, where directed, for use of the Architect and Clerk-of-Works. The office to be provided with heat, light, water, telephone, janitor service and toilet connected to sewer. This building to be removed when directed.

(b) The office to be painted 2 coats outside and stained inside, provided with doors with locks, 1 desk and 2 chairs, a 3'-0" x 8'-0" plywood table attached to wall and racks for drawings.

1-04 - TEMPORARY TOILETS

(a) The Contractor shall provide and maintain in a neat and sanitary condition such accomodations for the use of his employees as may be necessary to comply with the requirements and regulations of the Oregon State Department of Health and of other bodies or officers having jurisdiction thereover. He shall permit no public nuisance.

1-05 - TEMPORARY WATER CONNECTIONS

(a) The Contractor shall provide and pay for all water for building purposes which is required by all trades.

1-06 - TEMPORARY LIGHT AND POWER

(a) The Contractor shall make all necessary applications, pay all fees, and charges, obtain necessary permits and provide and maintain electrical energy for power and light.

(b) The Contractor shall furnish an abundance of light in all portions of the building so as to enable his employees and subcontractors to execute their work in the very best manner and if, in the opinion of the Architect or his authorized representative, there is not sufficient light in any portion of the building, the Contractor shall immediately without cost to the Owner furnish such additional lighting as the Architect may direct.

1-07 - TEMPORARY HEAT

(a) The State of Oregon will furnish, without cost to the Contractor, the necessary steam for temporary heat, but the Contractor shall furnish and pay for all labor and material for installing piping, valves and radiating surfaces.

1-08 - TEMPORARY FENCE

(a) The Contractor shall furnish and erect a temporary fence 7'-0" high around the entire building site. The fence is to be topped with 2 rows of barbed wire spaced 8" apart and supported on wood brackets. Fence shall be constructed of rough 1" x 12" placed tight vertically and supported by two 2" x 4" horizontal rails spiked to 4" x 4" posts set in the ground 2'-6" and spaced 8'-0" o.c.

(b) Provide two sliding gates of ample size to permit passage of trucks. Gates shall be provided with barn door hangers and fitted with hasp and padlock.

(c) Paint fence with one heavy spray coat of Mill White on exterior.

(d) Fence to be maintained for the duration of the contract and upon completion of the work entirely removed from the site by this Contractor.

1-09 - TEMPORARY ENCLOSURES

(a) The Contractor shall provide temporary weathertight enclosures for all exterior openings as soon as walls and roof are built so as to protect all work from the weather.

(b) All exterior doors shall be equipped with self-closing hardware and padlocks.

(c) All exterior windows shall be provided with temporary sash frames covered with light muslin.

1-10 - TEMPORARY STAIRS, LADDERS, RAMPS, RUNWAYS, HOISTS

(a) The Contractor shall furnish and maintain all equipment such as temporary stairs, ladders, ramps, scaffolds, hoists, runways, derricks, chutes, elevators, etc., as required for the proper execution of the work by all trades.

1-10 - TEMPORARY STAIRS, LADDERS, RAMPS, RUNWAYS, HOISTS (Cont'd)

(b) All such apparatus, equipment, and construction shall meet all requirements of the Labor Law and other state or local laws applicable thereto.

1-11 - DRAWINGS AND SPECIFICATIONS

(a) The Contractor will be furnished free of charge three (3) complete sets of plans and specifications, and two (2) prints of each full size detail or supplementary drawing.

(b) All other copies of drawings and specifications as required wil be furnished to the Contractor for the cost of reproduction.

(c) The cost of reproduction is approximately $32.00 for a complete set of plans and specifications.

1-12 - APPROVED OTHERS

(a) Mention on plans or in specifications, either by name, by implication, by design, or by description, of materials, equipment, or devices is for the purpose of establishing the criterion of quality and character desired. Other materials, equipment, and devices of equal quality and adaptability for the purpose for which they are intended may be approved for substitution for those specified provided the dealer or manufacturer desiring to obtain approval shall apply in writing to the Architect, stating specifically for which products he desires to make substitution, making reference to the paragraph and line of specifications. He shall submit with his request for substitution, complete data, samples, etc., sufficient to enable the Architect to readily determine the kind, type and quantity of the substitute. Where tests or chemical analysis are required before a substitute material can be approved, same shall be made by independent, reputable laboratory, approved by the Architect.

(b) Requests for approval of substitutes shall be submitted to the Architect on or before the tenth day prior to the date set for opening of bids.

1-13 - ALTERNATES

(a) The Contractors shall submit with their proposals the amount to be added to their proposals for the following alternates:

Alternate "A": State the amount to be added to the base bid if the Cooling Equipment as specified is installed.

EXCAVATION & PREPARATION OF SITE

SECTION II

2-01 - APPLICATION OF THE INSTRUCTIONS TO BIDDERS AND GENERAL CONDITIONS:

(a) All of the work described herein is subject to the foregoing "Instructions to Bidders", "General Conditions", and "General Conditions (Supplementary)" which become a part of this specification and all work shall be carried on in accordance therewith.

2-02 - APPROVED OTHERS

(a) Where the specifications call for an article or material by name or manufacturer or by description, the character and quality desired are thus indicated. Where a certain manufacturer or vendor may make several grades and sizes of a desired article, it will be interpreted to mean that the article approved is that coming nearest the description and of no lesser size or capacity than stated in the description. The conditions governing approvals and the time limit for submission of written requests for approvals are stated in the "General Conditions (Supplementary)" article entitled "Approved Others", to which this Contractor must refer if substitution is desired.

2-03 - SCOPE

(a) Excavate over the entire area of the building and for a distance of 2 feet beyond the sides, as well as where walks and Pipe Tunnel are indicated on the drawings.

(b) Trenches for plumbing, heating and electrical work will be done by others.

(c) Excavation for the Pipe Tunnel from the building to the existing manhole shall be only as wide as the tunnel except where it is necessary to double form the walls.

(d) Contractor shall take care of all public utilities encountered in connection with the work.

(e) Before starting work, Contractor shall carefully box and otherwise protect all trees, shrubs, etc., which are to remain on the site and are in danger of damage from shovels, trucks and materials.

(f) All excess material shall be removed from site except amount necessary to bring sub-grade to within 6" of finished grades. Last 6" will be top soil furnished and placed by others.

(g) The bottoms of all excavations for foundations shall be leveled off at exact depth required and all foundations shall be placed on undisturbed earth. If filling is required under foundations, it shall be done with approved concrete as directed. Earth filling under foundations will not be accepted.

2-03 - SCOPE (Cont'd)

(h) All old sewers, cesspools, piping, etc., encountered by this Contractor shall be cut off and capped outside the excavation, or cleaned out and filled with concrete if inside of building.

(i) The sides of excavations shall be temporarily supported and maintained secure until permanent support is provided.

(j) Remove alley paving as shown on "Plot Plan".

2-04 - REMOVAL OF WATER

(a) Contractor shall provide and maintain pits to which all excavated parts can be drained and shall provide and maintain bilge pumps, suction and discharge lines and power for running same in sufficient number to keep excavation free from standing water at all times.

2-05 - FILLING AND GRADING

(a) No backfilling shall be done until the work in excavations has been inspected and approved by the Architect.

(b) All backfill shall be clean earth placed in horizontal layers not over 12" deep, each layer thoroughly tamped or puddled.

(c) All grading shall be done as required to bring the grounds to within 6" of finished grades shown on drawings.

SUB-DRAINAGE SYSTEM

SECTION III

3-01 - APPLICATION OF THE INSTRUCTIONS TO BIDDERS AND GENERAL CONDITIONS

(a) All of the work described herein is subject to the foregoing "Instructions to Bidders", "General Conditions", and "General Conditions (Supplementary)" which become a part of this specification and all work shall be carried on in accordance therewith.

3-02 - APPROVED OTHERS

(a) Where the specifications call for an article or material by name or manufacturer or by description, the character and quality desired are thus indicated. Where a certain manufacturer or vendor may make several grades and sizes of a desired article, it will be interpreted to mean that the article approved is that coming nearest the description and of no lesser size or capacity than stated in the description. The conditions governing approvals and the time limit for submission of written requests for approvals are stated in the "General Conditions (Supplementary)" article entitled "Approved Others", to which this Contractor must refer if substitution is desired.

3-03 - SCOPE

(a) Work under this heading includes the complete system of footing and under floor drains. Manholes, inlet and outlet fittings and backwater valves will be furnished by others.

3-04 - DRAIN TILE

(a) Drain tile shall be 6" diameter sound, hard-burned clay or concrete agricultural tile, reasonably straight and smooth inside. Tile with socket joints shall be standard weight vitrified earthenware or concrete sewer pipe. Tile fittings shall be of corresponding weight and quality. "Y" fittings at intersections and eighth bends at changes in directions of drains.

3-05 - LAYING

(a) Drain tile and pipe shall be laid to true grades and alignment, with a continuous fall in the direction of the flow.

3-06 - JOINTS

(a) Joints of agricultural tile shall be left open 1/2 inch, top covered with 6" strip of building paper and wrapped with copper wire gauze. The gauze shall be 30 strands per inch, 3 inches wide and shall be wrapped entirely around the joints, with ends double-lapped and folded, then malled flat, to secure same in position. Joints of sewer pipe carrying the water away from the building shall be caulked with oakum and filled solid with cement mortar.

3-07 - GRAVEL

(a) Gravel fill over exterior footing drains shall be clean, washed, hard river gravel that will pass a 3" mesh and be retained on a 1/2" mesh screen, fill to be four feet deep and topped with a 6" layer of 1/4" pea gravel.

(b) Gravel fill under basement floor shall be clean, washed, hard river gravel that will pass a 1½" mesh and be retained on a 1/2" mesh screen.

CONCRETE AND CEMENT WORK

SECTION IV

4-01 - APPLICATION OF THE INSTRUCTIONS TO BIDDERS AND GENERAL CONDITIONS

(a) All of the work described herein is subject to the foregoing "Instructions to Bidders", "General Conditions", and "General Conditions (Supplementary)" which become a part of this specification and all work shall be carried on in accordance therewith.

4-02 - APPROVED OTHERS

(a) Where the specifications call for an article or material by name or manufacturer or by description, the character and quality desired are thus indicated. Where a certain manufacturer or vendor may make several grades and sizes of a desired article, it will be interpreted to mean that the article approved is that coming nearest the description and of no lesser size or capacity than stated in the description. The conditions governing approvals and the time limit for submission of written requests for approvals are stated in the "General Conditions (Supplementary)" article entitled "Approved Others", to which this Contractor must refer if substitution is desired.

4-03 - SCOPE

(a) This Contractor shall include all plain and reinforced concrete, steel reinforcement, forms, anchors, and miscellaneous items in connection therewith, as shown on the drawings or called for in the specifications.

(b) The cement shall be delivered a sufficient length of time before it is required in the work to allow for inspection and testing, and shall be stored in a water-tight shed where it will not come in contact with ground and will be protected from the weather. Any cement which shall have become damaged or which does not pass the required inspection or tests shall be removed from the premises.

(c) All cement shall be tested before using at a laboratory approved by the Architect. Cement tested at the source of supply shall be shipped in an approved manner so that the tested cement can be readily identified. Certified test reports shall be furnished the Architect in all cases.

4-04 - PORTLAND CEMENT

(a) Portland cement shall conform to the standard specifications of the A.S.T.M., C 150, Type 1, Latest Edition.

4-05 - FINE AGGREGATE

(a) Fine aggregate shall consist of sand, having strong, clean, hard durable, uncoated grains, free from injurious amounts of dust, lumps, soft or flakey particles, shale, organic matter, loam or other deleterious substances.

(b) Fine aggregate shall be well graded from fine to coarse with the coarser particles predominating, within the following limits:

4-05 - FINE AGGREGATE (Continued)

Passing	3/8" sieve		100%
"	No. 4 sieve	not less than	85%
"	No.48 sieve	not more than	30%
"	No.100sieve	not more than	5%

(c) Mortars composed of one part cement and three parts fine aggregate by weight, when made into briquets, shall show a tensile strength of at least 80% of the strength of 1:3 mortar of the same consistency made with the same cement and Standard Ottawa sand.

(d) Sedimentation or decantation tests shall show not over 7% of impurities such as silt, clay, etc.

(e) Fine aggregate subjected to the colorimetric test for organic impurities producing a color darker than the Standard A.S.T.M. C-40 regulation shall be rejected unless they pass the mortar strength test as specified above.

(f) Sieve analysis, sedimentation and colorimetric tests shall be made at the source of supply before the work is started.

4-06 - COARSE AGGREGATE

(a) Coarse aggregate shall consist of washed, clean, hard, strong, durable uncoated grains, free from dirt, scales and other deleterious matter. Flat and elongated particles shall be rejected.

(b) Coarse aggregate shall be well graded from fine to coarse. The maximum size shall be 1-1/2" for walls, beams, ordinary slabs and columns, and 1" for concrete joist slabs. 100% shall pass the maximum size sieve and not more than 5% shall pass the No. 4 sieve. Samples of coarse aggregate shall be submitted for the Architect's approval.

4-07 - WATER

(a) Water used in mixing concrete shall be clean and free from deleterious amounts of acids, alkalis or organic matter.

4-08 - REINFORCING STEEL & WIRE MESH

(a) Reinforcing steel shall be manufactured from new billet steel, intermediate grade, deformed bars, in accordance with the Standard Specifications of the A.S.T.M., A-15, latest edition, or rail steel standard grade, deformed bars manufactured in accordance with the Standard Specifications of the A.S.T.M., A-16, latest edition.

(b) Steel wire (cold drawn) reinforcement shall be manufactured in accordance with the Standard Specifications of the A.S.T.M., A-82, latest edition.

(c) Welded steel wire fabric reinforcement shall be manufactured in accordance with the Standard Specifications of the A.S.T.M., A-185, latest edition.

4-08 - REINFORCING STEEL & WIRE MESH (Continued)

(d) Certificates of tests for reinforcing steel shall be submitted for the Architect's approval before using. Steel which cannot be identified from mill certificates shall be subjected to bend tests in accordance with A.S.T.M. specifications.

4-09 - CLEANING

(a) Reinforcement shall be free from paint, oil, scale or any coatings that will tend to reduce the bond value of the reinforcement.

4-10 - TESTS

(a) Costs of tests for cement, aggregates and reinforcing shall be borne by the Contractor.

4-11 - CONCRETE PROPORTIONS AND CONSISTENCY

(a) The proportions of aggregate to cement for all concrete shall be such as to produce a mixture which will work readily into the corners and angles of the forms and around the reinforcement with the method of placing employed on the work, but without permitting the materials to segregate or excess free water to collect on the surface. The combined aggregates shall be of such composition of sizes that when separated on the No. 4 sieve, the weight passing the sieve (fine aggregate) shall not be less than 30% nor greater than 50% of the total.

(b) The methods of measuring concrete materials shall be such that the proportions can be accurately controlled and easily checked at any time during the work.

(c) The strength quality of the materials proposed for use in the structure shall be established by tests which shall be made in advance of the beginning of concreting operations, using the consistencies suitable for the work and in accordance with the "Standard Method of Making Compression Tests of Concrete" A.S.T.M. Serial Designation: C 39, latest edition. At least four test specimens shall be made for each water content used, two of which shall be tested at the end of 7 days and two at the end of 28 days. The water content to be used in the concrete for the structure as determined from these tests shall correspond to a min. strength of 2900 lbs. per sq. in. at 28 days. Minimum cement content shall be 5½ sacks per yd. Should the minimum strength fall below the above specified requirements, the Architect shall have the right to order an increase in the cement content at no additional change in the contract price.

4-12 - READY MIXED CONCRETE

(a) Measurements of materials for ready mixed concrete shall conform to the Standard Specifications of the A.S.T.M. C 94, latest edition.

4-13 - TESTS

(a) One test shall be made for each 100 cu. yd. of concrete poured, each test to consist of four cylinders, two to be tested at 7 days and two at 28 days. The strengths of these cylinders at 7 days and at 28 days shall correspond to those indicated for the preliminary tests for the same water

4-13 - TESTS (Continued)

content. Reports on tests shall be sent to the Architect in triplicate.

(b) In cases where the strength of the control cylinders shown by these tests for any portion of the work falls below the strength called for, the Architect shall have the right to order a change in the mix, or in the water content for the remaining portion of the structure, may require additional curing, may require load tests to be made on the portions of the building poured during the time the low test specimens were obtained, may condemn such portions and order their replacement, or may require both load tests and replacement.

(c) When a load test is required, the member or portion of the structure under consideration shall be subjected to a superimposed load equal to one and one-half times the live load plus one-half of the dead load. This load shall be left in position for a period of twenty-four hours before removal. If, during the test, or upon removal of the load, the member or portion of the structure shows evident failure, such changes or modifications as are necessary to make the structure adequate for the rated capacity shall be made, or their replacement required.

(d) The cost of all cylinder and load tests shall be done at the Contractor's expense.

(e) Frequent slump tests shall be made during the pouring of the concrete to determine and to keep the consistency of the concrete uniform, and shall correspond to the slumps indicated in the preliminary tests to assure the maintenance of the minimum strengths specified.

4-14 - MIXING AND PLACING CONCRETE

(a) The mixing of concrete shall be done in a batch mixer of approved type which will insure a uniform distribution of the materials throughout the mass, so that the mixture is uniform in color and homogeneous. The mixer shall be equipped with a suitable charging hopper, water storage, and a water measuring device. The entire contents of the drum shall be discharged before recharging. The mixer shall be cleaned at frequent intervals while in use. The volume of the mixed materials per batch shall not exceed the Manufacturer's rated capacity of the mixer. The mixing of each batch shall continue not less than one minute, for mixers up to 1½ yd. capacity, adding one additional minute for each cubic yard capacity of mixer over 1½ yds., after the last materials, including water, has been deposited therein, and during which time the mixer shall rotate at a peripheral speed recommended by the manufacturer.

(b) Before beginning a run of concrete, hardened concrete and foreign materials shall be removed from the inner surfaces of the mixing and conveying equipment.

(c) Before depositing concrete, debris shall be removed from the space to be occupied by the concrete; forms shall be thoroughly wetted, except in freezing weather, or oiled. Water shall be removed from the place of deposit before concrete is placed.

(d) This Contractor is to cooperate with all other trades as

4-14 - MIXING AND PLACING CONCRETE (Continued)

necessary to secure all reinforcing, blocking, anchors, pipes, wood grounds, sleeves, hangers, chases, conduits, openings, etc., for heating and vent ducts, all of which shall be properly placed and inspected before the pouring of concrete.

(e) Concrete shall be handled from the mixer to the place of final deposit as rapidly as practicable, by methods which will prevent the separation or loss of ingredients. Concrete shall be deposited in horizontal layers and as nearly as practicable in its final position to avoid segregation due to rehandling or flowing. When concreting is once started, it shall be carried on as a continuous operation until the placing of the panel or section is completed. The top surface shall be generally level. When construction joints are necessary they shall be made in a manner as hereinafter specified.

(f) Equipment for chuting, pumping and pneumatically conveying concrete shall be of such size and design as to insure a practically continuous flow of concrete at the delivery end without separation of the materials.

(g) Concrete shall not be dumped from such a height or in such a manner that the aggregates will separate. Baffle plates or openings in the sides of the forms through which the concrete may be placed is recommended for such places.

(h) All concrete shall be thoroughly tamped, rodded and vibrated during the operation of placing and shall be thoroughly worked around reinforcement, embedded fixtures and into the corners of the forms.

(i) If upon removal of the forms, aggregate pockets, honeycomb or other defects occur due to improper placement of the concrete, the Architect shall have the right to require their correction and to require load tests, and such corrections and/or load tests shall be made at the Contractor's expense.

4-15 - COLD WEATHER REQUIREMENTS

(a) Adequate equipment shall be provided for heating the concrete materials and protecting the concrete during freezing or near-freezing weather. No frozen materials or materials containing ice shall be used.

(b) All concrete materials and all reinforcement, forms, fillers and ground with which the concrete is to come in contact shall be free from frost. Whenever the temperature of the surrounding air is below 40° F., all concrete placed in the forms shall have a temperature of between 70° F. and 100° F., and adequate means shall be provided for maintaining a temperature of not less than 70° F. for three days, or for as much more time as is necessary to insure proper curing of the concrete. No dependence shall be placed on salt or other chemicals for the prevention of freezing.

4-16 - CONSTRUCTION JOINTS

(a) Joints not indicated on the Drawings shall be so made and located as to least impair the strength of the structure. Where a joint is to be made, the surface of the concrete shall be thoroughly cleaned and all laitance removed, and slushed with a coat of neat cement grout immediately before the placing of new concrete.

4-16 - CONSTRUCTION JOINTS (Continued)

(b) At least four hours must elapse after depositing concrete in the columns or walls before depositing in beams, girders, or slabs supported thereon. Beams, girders, brackets, and haunches shall be considered as part of the floor system and shall be placed monolithically therewith.

(c) Construction joints in floors shall be located near the middle of the spans of slabs, beams, or girders, unless a beam intersects a girder at this point, in which case the joints of the girders shall be offset a distance equal to twice the width of the beam and provision made for shear by the use of inclined reinforcement. The Architect's approval shall first be obtained for the location of joints in floors before proceeding with the concreting of these portions of the structure.

4-17 - CURING CONCRETE

(a) All exposed surfaces of concrete shall be protected from premature drying and freshly placed concrete shall be protected from wash by rain.

(b) All concrete shall be kept wet for a period of not less than seven days after placing.

4-18 - FORMS

(a) Forms shall be substantially built and erected, tight enough to prevent leakage of mortar, of ample strength to sustain the weight of the freshly poured concrete, and of any construction loads likely to come upon them. They shall be properly braced to maintain position and shape, and conform to the designed dimensions and contours.

(b) The concrete joist slabs shall be formed with removable metal tyle of the depths shown on the drawings. They shall be of sufficient strength to support the freshly poured concrete and all construction loads without deflection. Any pans which have become badly bent or dented shall not be used unless first straightened to the satisfaction of the Architect. Concrete joists shall be framed continuous in adjoining panels unless shown otherwise.

(c) Before concrete is placed in the forms, all dirt, shavings, sawdust and foreign matter shall be removed. Temporary openings shall be provided at the base of wall and column forms for this purpose. If any dirt falls into fresh concrete, it shall be removed before pouring more concrete upon it.

(d) Forms shall not be disturbed until the concrete has adequately hardened. In general, the shores for floor slabs and beams should be left in place for 28 days. The forms for the sides of beams should not be removed in less than 6 days.

(e) Beveled strips shall be placed in the forms for the chamfering of corners of columns, and girders where exposed.

4-19 - BENDING AND PLACING REINFORCEMENT

(a) Metal reinforcement shall not be bent or straightened in a manner that will injure the material. Bends for stirrups and ties shall be made around a pin having a diameter not less than two times the minimum thickness of the bar. Bends for other bars shall be made around a pin having a diameter not less than six times the minimum thickness of the bar, except that for bars larger than one inch the pin shall be not less than eight times the minimum thickness of the bar. All bars shall be bent cold.

(b) Metal reinforcement, before placing shall be thoroughly cleaned of mill and rust scale or any coatings that will tend to reduce or destroy the bond. Reinforcing appreciably reduced in section shall be rejected.

(c) Metal reinforcement shall be accurately placed in accordance with the drawings, adequately secured in position against displacement, and supported by concrete or metal chairs and spacers. Parallel bars shall be spaced not closer than 1½ times the minimum thickness of the bar nor closer than 1¼ inches.

(d) Splicing of bars in tension at points of maximum stress shall be generally avoided. Splices where required shall provide sufficient lap to transfer the stress between the bars by bond and shear. Splicing of bars where necessary in places other than shown on the drawings shall first be approved by the Architect.

(e) Where changes in the cross section of a column occur, the longitudinal bars shall be offset in a region where lateral support is afforded. Where offset, the slope of the inclined portion shall not be more than 1 in 6, and in the case of tied columns the ties shall be spaced not over three inches on centers for a distance of one foot below the actual point of offset.

(f) The metal reinforcement shall be protected by the thickness of concrete indicated on the Drawings. Where not otherwise indicated the thickness of concrete over the reinforcement shall be as follows:

> Where concrete is deposited against the ground, without the use of forms, not less than 3 inches.
>
> Where concrete may be exposed to the ground but is placed in forms, not less than 2 inches.
>
> Slabs and joists, not less than 3/4".
>
> Beams and columns, not less than 1½ inches.
>
> Walls, not less than 1½ inches.

(g) Bars in end spans shall be carried to within 3 inches of the outer edge of the support and the bent bars shall be hooked at the non-continuous end.

(h) Sleeves, pipes or conduits passing through floors, walls or beams shall not be of such size or in such location as unduly to impair the strength of the construction. Embedded pipes or conduits other than those merely passing through, shall not be larger in outside diameter than one-third the thickness of the slab, wall or beam in which they are embedded;

4-19 - BENDING AND PLACING REINFORCEMENT (Continued)

shall not be spaced closer than three diameters on centers, nor so located as unduly to impair the strength of the construction.

4-20 - ANCHORS

(a) This Contractor shall provide and set dove-tail anchor slots in face of exterior concrete walls for anchoring marble veneer. Anchor slots shall be located as shown on marble setting drawings.

(b) Anchor slots shall be formed from #22 U. S. Gauge Stainless Steel sheet material, 1" in depth, 3/4" wide at opening, 1" wide at back of slot, 6" long. Slots shall have flanges at each side of the opening to prevent seepage of grout into the slot. Anchors will be provided by Marble Setting Contractor.

(c) This Contractor shall provide and set continuous dove tail anchor slots in face of concrete walls around elevator shaft and stair towers for anchor tile furring and in the face of all columns where joined by tile partitions or furring. Anchor slots in concrete walls shall be placed 16" o.c. vertically, in columns on center line of intersecting partitions and in center of column where furring occurs.

(d) Anchor slots shall be 24 ga. galvanized iron with a continuous felt filler. Anchors will be furnished by Masonry Contractor.

4-21 - BASEMENT FLOOR SUB-GRADE

(a) Level gravel fill to a reasonably true and even surface. Cover with a 15# waterproof building paper lapped 4" at edges and ends. Structural concrete, reinforced with 6" x 6" No. 10/10 wire mesh, shall be placed over paper. Float top surface smooth to receive membrane dampproofing.

4-22 - CONCRETE FILL

(a) Concrete fill over structural slabs shall be a 1:3:4½ mix reinforced with 4"x4" No. 13/13 zinc coated wire mesh shrinkage fabric.

(b) Additional reinforcing consisting of 2" mesh galvanized chicken wire shall be installed over all ducts, conduits and pipes where same come together in gangs of two or more or are within 1/2" of the finished floor. Mesh shall extend 6" to either side of this work.

(c) Concrete fill under ceramic tile floors shall be spread over a continuous layer of roofing felt weighing not less than 15# per square thoroughly impregnated with asphalt. Fill shall be kept down 1½" to allow for tile setting bed. Screed off level and leave moderately rough.

(d) Structural slabs shall be swept clean and thoroughly wet before concrete fill is placed.

(e) Concrete fill under terrazzo is specified in terrazzo work.

4-22 - CONCRETE FILL (Continued)

(f) Where concrete fill is shown under built-up roofing, provide Vermiculite or Perlite concrete mixed in the proportions of 6 cu. ft. of Vermiculite to 1 cu. ft. of Portland cement. Add sufficient water to produce a slump of not less than 6" or more than 9". Mix in a plaster type mixer. Mixing time to be limited to the minimum which will accomplish complete uniformity and a flowable mixture. Place immediately and finish smooth as soon as consistency is suitable.

4-23 - CEMENT FINISH

(a) All concrete floors shall have an integral finish applied as soon as possible after fill slab is laid so as to secure a sure bond. Finish shall be mixed in the proportions of 1 part cement, 2½ parts sand, thoroughly mix together dry before spreading.

(b) Surfaces to be evenly floated and steel troweled twice to a hardened smooth surface, free from trowel marks.

(c) Cement finish for basement floor slab shall be scored ½" deep on a line between expansion joints, same to form blocks of about 100 sq. ft. in area. All expansion joints shall have slightly rounded edges and filled as specified under expansion joints.

(d) Where noted on "finish schedule", cement floors shall be treated with Anti-Hydro "Armortop" or L. Sonneborn Sons, Inc. "Lapidolith" applied in strict accordance with manufacturer's specifications.

(e) Finished cement floors not receiving resilient covering shall be protected with a layer of stainless sawdust or sand placed not later than 30 hours after laying and shall remain in place until plastering is completed and space requires cleaning.

(f) All concrete floors shall be kept damp and cured for one week.

4-24 - CONCRETE WALKS AND DRIVE

(a) Concrete for walks shall be 1:3:4½ mix with an integral floated finish marked off with surface joints as shown. Walks shall have 3/8" premolded non-extruding expansion joints located as shown on plot plans. All walks shall be reinforced with wire mesh similar to that specified under "Fill".

(b) Removable slab over transformer vault shall have joint around perimeter caulk with oakum and filled as specified under expansion joints.

(c) Driveway to be structural concrete reinforced with 6" x 6" No. 10/10 mesh. Broom finish. Provide 1/2" premolded non-extruding expansion joints located as shown on "Plot Plan".

4-25 - PROTECTION COURSE

(a) The membrane dampproofing on the ground floor shall be completely protected by a ½-inch cement course installed and troweled reasonably smooth as soon as the dampproofing has been installed. Cement course to be composed of 1 part cement to 4 parts sand.

4-26 - CEMENT STAIRS

(a) Steps and landings shall be set down 1" to allow for separate finish. Before applying finish, roughen thoroughly to provide a mechanical bond, clean of all dust and loose aggregate and scrub with water, soaking for 24 hours before applying finish. Work a grout coat of neat cement into the surface of the slab with a stiff wire or bristle broom. Apply finish composed of 1 part Portland Cement to 2 parts sand. When finish is sufficiently hard, sprinkle Alundum (C.F.) aggregate uniformly on the surface by hand and immediately wood float into the cement finish. Use ¼ lb. of Alundum aggregate for each square foot of area. Aggregate shall be soaked in water 10 minutes before using. Cove intersection of threads and risers with a 1" radius, set safety treads furnished under"miscellaneous iron, ornamental metal and metal specialties."

4-27 - CEMENT BASE

(a) Cement base shall be 1 part cement and 2 parts sand and shall be run in place. The top shall finish against metal grounds specified under "Lathing and Plastering". Base shall be brought to a true surface and troweled smooth. Base to have 1" radius cove at floors.

4-28 - EXPANSION JOINTS

(a) Premolded expansion joints shall be non-extruding type--cork or celotex "Flexcell".

(b) Poured expansion joints shall be the Philip-Carey Manufacturing Co. "Careylastic" or Servicised Product Corp. "Para-Plastic".

(c) Basement expansion joints shall be placed at the junction of the floor slab and all vertical surfaces including interior columns and on column centers. Joint to be formed by placing 3 pieces of oiled beveled siding with butts reversed against vertical surface. After concrete has hardened remove strips and fill joint. The joints must be free from scale and thoroughly dry before filling.

WATERPROOFING & DAMPPROOFING

SECTION V

5-01 - APPLICATION OF THE INSTRUCTIONS TO BIDDERS AND GENERAL CONDITIONS

(a) All of the work described herein is subject to the foregoing "Instructions to Bidders", "General Conditions" and "General Conditions (Supplementary)" which become a part of this specification and all work shall be carried on in accordance therewith.

5-02 - APPROVED OTHERS

(a) Where the specifications call for an article or material by name or manufacturer or by description, the character and quality desired are thus indicated. Where a certain manufacturer or vendor may make several grades and sizes of a desired article, it will be interpreted to mean that the article approved is that coming nearest the description and of no lesser size or capacity than stated in the description. The conditions governing approvals and the time limit for submission of written requests for approvals are stated in the "General Conditions (Supplementary)" article entitled "Approved Others", to which this Contractor must refer if substitution is desired.

5-03 - SCOPE

(a) This Contractor shall furnish all labor and materials as required to complete all waterproofing and dampproofing as shown on the drawings or herein specified, or both.

5-04 - WATERPROOFING OF BASEMENT FLOOR - PITS AND TRENCHES

(a) Clean all surfaces of dirt, dust, or loose particles and remove all projection that might damage the membrane, fill all large voids or pockets.

(b) Surfaces shall be dry before applying waterproofing, and all concrete and cement shall be set.

(c) Coat entire surface on which waterproofing is to be applied with asphalt primer, then cover with 2 plies of 15# asbestos felt and 3 - 20# coats of hot asphalt.

(d) Each layer of felt shall be rolled into place and completely embedded in the asphalt and shall be laid without wrinkles, bubbles or pockets.

(e) Membrane shall be turned up 2" at all vertical surfaces.

(f) Cement plaster protection will be installed by others.

5-05 - WATERPROOFING OF EXTERIOR BASEMENT WALLS

(a) The outside of all exterior basement walls shall be waterproofed similar to basement floor.

5-05 - WATERPROOFING OF EXTERIOR BASEMENT WALLS(Continued)

(b) Waterproofing shall extend from stone ledge down wall, across top and down face of wall footing.

(c) Protect waterproofing with 1/2" thick sheet of asphalt impregnated fiberboard mopped to membrane and surface mopped.

5-06 - WATERPROOFING OF ENTRANCE STEPS, PLATFORMS & LOADING DOCK

(a) Five-ply construction applied as specified for waterproofing of Basement Floor.

5-07 - WATERPROOFING OF FLOWER BOXES

(a) Waterproof the inside surface of the flower boxes as specified for exterior basement walls omitting protection course.

5-08 - DAMPPROOFING OF FOUNDATION WALLS

(a) The inside face of the concrete foundation walls shall be dampproofed from the top of the sub-floor to the under side of the first floor concrete joist with 2 coats of asphalt emulsion applied with spray equipment.

(b) Before applying dampproofing the Contractor shall clean all surfaces of scale and loose material.

EXTERIOR STONE WORK

SECTION VI

6-01 - APPLICATION OF THE INSTRUCTIONS TO BIDDERS AND GENERAL CONDITIONS

(a) All of the work described herein is subject to the foregoing "Instructions to Bidders", "General Conditions" and "General Conditions (Supplementary)" which becomes a part of this specification and all work shall be carried on in accordance therewith.

6-02 - APPROVED OTHERS

(a) Where the specification calls for an article or material by name or manufacturer or by description, the character and quality desired are thus indicated. Where a certain manufacturer or vendor may make several grades and sizes of a desired article, it will be interpreted to mean that the article approved is that coming nearest the description and of no lesser size or capacity than stated in the description. The Conditions governing approvals and the time limit for submission of written requests for approvals are stated in the "General Conditions (Supplementary)" article entitled "Approved Others", to which this Contractor must refer if substitution is desired.

6-03 - SCOPE

(a) This Contractor shall furnish all labor and materials to complete all exterior granite and marble work as shown on the drawings or herein specified.

6-04 - DELIVERY - STORAGE AND HANDLING

(a) Granite and marble shall be so delivered, piled and handled at all times as to protect it from damage. The patching or hiding of defects shall not be permitted. Any stone chipped or stained on the face shall be redressed or cleaned to remove all traces of such defects before it is set in place, or a new stone shall be furnished. No stone shall be redressed to less than the minimum thickness allowed under the contract.

6-05 - CEMENT

(a) Non-staining white waterproof Portland Cement, Trinity, Atlas or Medusa.

(b) Portland Cement - "Gray" - As specified under concrete work.

6-06 - WATER

(a) Water shall be clean and free from deleterious materials.

6-07 - LIME

(a) Hydrated Lime shall conform to the Standard Specifications of the A.S.T.M., C 6, latest edition.

6-08 - SAND

(a) For setting marble:

1. Clean, sharp, well screened white Del Monte silica sand, free from loam or vegetable matter.

(b) For setting granite:

1. Masonry sand shall be sharp, washed, clean and well graded in size.

6-09 - GRANITE

(a) Granite shall be of good quality, sound, free from defects which would impair its strength, durability or appearance.

(b) Granite shall be "Madera Light Gray" - "Swenson Gray" or "Chelmsford".

6-10 - MARBLE

(a) Marble shall be first quality, selected for a minimum amount of clouds or veining, sound, durable, free from quarry sap, seams and mineral stains.

(b) Marble shall be "Eureka Danby" or "Cherokee Georgia".

6-11 - SAMPLES

(a) Contractor shall submit 2 samples of marble 1" x 18" x 30" with samples of the dressing on the faces. These samples shall show the maximum and minimum amount of veining or clouds that will appear on any part of the exposed surfaces.

(b) Submit 1 sample of granite 3" x 12" x 18" showing the dressing.

(c) The samples of stone chosen will be retained and used as standards of workmanship, quality, and color, and any stone which is not equal to the approved samples will be rejected.

(d) Each sample shall be labeled with the name and location of the quarry, and a certified analysis of the chemical and physical properties of the stone.

6-12 - SHOP DRAWINGS

(a) Submit setting drawings in duplicate for approval by the Architect. Drawings shall show jointing, anchoring, doweling, cramping, supporting and flashing of all stone work, all of which shall be in accord with the best practice and the Architect's details. Each stone shall be numbered on the drawings and a corresponding number marked on the stone back.

6-13 - ANCHORS, CRAMPS, DOWELS & ANGLE SUPPORTS

(a) Anchors shall be 1/8" x 1" flat brass straps punched near end

6-13 - ANCHORS, CRAMPS, DOWELS & ANGLE SUPPORTS

for a 3/16" round brass dowel. Anchors shall be cut to fit dovetail anchor slots furnished under "Concrete & Cement Work".

(b) Cramps shall be 3/16" round brass rods, or of size shown on drawings.

6-14 - FABRICATION

(a) All stone work shall be accurately cut to shape and dimension shown on approved shop drawings. Exposed plane surfaces shall be true. Beds and joints shall be dressed straight and unless shown otherwise, at right angles to the face.

(b) Cut holes and sinkages for all anchors, angle supports, cramps, etc., called for or indicated on the shop drawings.

(c) Do all cutting and fitting as may be required for other trades.

(d) Round nosing of steps on a 1/2" radius.

6-15 - FINISH

(a) Granite: Six cut for steps and platform.

8 cut for base course and buttresses.

(b) Marble: Fine sand rubbed free from scratches.

6-16 - CARVING

(a) Carving of letters on cornerstone shall be done by this Contractor from Architect's full size details.

(b) This Contractor shall allow the sum of $2700.00 to cover the cost of carved sculptural work over the main entrance to be executed by a sculptor selected by the Architects.

(c) This Sub-Contractor shall furnish and deliver F.O.B. to the studio of the sculptor at Portland, Oregon, marble slabs approximately 2½" thick; marble shall be free from spalls, cracks, breaks and pronounced veining.

(d) The setting of the executed carving in the building shall be done by the Sub-Contractor for this work. Carvings are to be transported from the sculptor's studio to the building site by the Setting Contractor.

6-17 - SETTING

(a) Set all anchors, dowels and cramps as shown on the shop drawings, and as required to secure work properly.

6-17 - SETTING (Continued)

(b) All stones shall be cleaned, then sponged or drenched with clean water before setting. Stone shall be level, plumb, square and true with uniform joints, set in a full bed of mortar with all vertical joints flushed full. All anchor-cramps etc. shall be accurately set and adjusted, and the holes and sinkages filled with mortar.

(c) All voids between stone and concrete walls shall be grouted full with mortar before placing next course of stone. The grout shall be placed in layers not exceeding a height of six inches (6") and shall be well rodded or otherwise compacted. Care shall be exercised so that anchors and alignment of marble will not be disturbed. Provide centers wherever required in order to hold marble in perfect alignment until grout has set.

(d) Copings, steps, platforms or other projecting stone work exposed on top shall be set with vertical joints unfilled. Caulk the exterior profile of these joints with rope yarn and grout from above. After grouting has set, remove caulking for pointing.

(e) Jointing shall be 1/4" wide as noted on drawings.

(f) No casting plaster is to be used in the spot setting of the marble work. Mortar for spot setting shall be mixed as specified for setting mortar with the addition of "Sika" solution in the proper proportions to accelerate the setting period.

6-18 - POINTING

(a) All marble work shall be pointed at the time of setting. Point flush and rub with jointer to compact joint. Clean surplus mortar from face of stone.

(b) Copings as specified above shall be filled to within 2" of top with a hot grout of the same material used for setting and then caulked with lead wool to within 1" of the top then pointed solid on all faces with elastic compound of a color to match the pointing.

(c) Provide expansion joints in coping at approximately 20' o.c. Omit all mortar from top to bed of joint and pack loosely with cotton rope yarn having a joint at least 3/4" deep from all finished surfaces. Caulk joint with elastic caulking compound and cap with Minwax Type A Size 2 "Weathercap" applied in accordance with manufacturer's recommendations.

(d) Provide Minwax Type B Size 2 "Weathercaps" at right angle joints where granite stair treads join buttresses and where granite platforms join face of building.

6-19 - MORTAR

(a) Setting (Marble):
1 part non-staining white waterproof Portland cement.
3 parts white silica sand.
3½ gallons of water per sack of cement including moisture in aggregate.

6-19 - MORTAR (Continued)

(b) Grouting:
1 part non-staining white waterproof Portland Cement.
3 parts white silica sand. Sand up to 1/4" size may be used in grouting mortar.
Maximum water 6½ gallons per sack of cement.

(c) Pointing:
1 part non-staining white waterproof Portland Cement.
2 parts white silica sand.
Add sufficient hydrated lime to make as stiff a mixture as can be worked.

(d) Setting & Grouting (Granite):
1 part Portland Cement.
1 part lime putty.
4 parts masonry sand.
All mortar shall be waterproofed by the addition of Master Builders Co. "Omicron" mortarproofing in the proportions of 1# for each sack of cement and 1# for each cubic foot of lime putty or hydrated lime in exact accordance with the manufacturer's directions.

6-20 - CAULKING

(a) The outside joint at the perimeter of all exterior windows, metal spandrels and door frames shall be cleaned out to a uniform depth of 3/4" and filled solid with an elastic caulking compound forced into place with a gun under pressure.

(b) Masonry joints indicated on the plans to be caulked shall be cleaned out as specified above and filled solid with elastic caulking compound of knife grade.

(c) Caulking compound shall be of a white color, elastic, non-staining, waterproof and not affected by long exposure to extreme outside temperatures.

(d) Approved caulking compounds: Pecora-Kuhls, Vulcatex, Sonneborn.

(e) Before using compound, all contact surfaces of stone shall be coated with a 20% solution of silicate of soda.

6-21 - PROTECTION OF STONE WORK

(a) Projecting stone work, sills, steps, doorways, etc., shall at all times be adequately protected from injury during construction by substantial wood covering.

6-22 - CLEANING

(a) Upon completion of the work all surfaces shall be cleaned using mild soap and clean water. No method or material which will attack, deteriorate or otherwise affect the surface of the marble will be permitted and any marble work damaged by the cleaning process shall be completely removed and replaced.

(b) Cleaning shall commence at top of stone work and continue progressively down the face of the building. The stone shall be thoroughly wet before cleaning and shall be washed entirely free of all cleaning agent after cleaning.

BRICK, HOLLOW TILE & CERAMIC GLAZED BLOCK

SECTION VII

7-01 - APPLICATION OF THE INSTRUCTIONS TO BIDDERS AND GENERAL CONDITIONS

(a) All of the work described herein is subject to the foregoing "Instructions to Bidders", "General Conditions" and "General Conditions (Supplementary)" which become a part of this specification and all work shall be carried on in accordance therewith.

7-02 - APPROVED OTHERS

(a) Where the specifications call for an article or material by name or manufacturer or by description, the character and quality desired are thus indicated. Where a certain manufacturer or vendor may make several grades and sizes of a desired article, it will be interpreted to mean that the article approved is that coming nearest the description and of no lesser size or capacity than stated in the description. The conditions governing approvals and the time limit for submission of written requests for approvals are stated in the "General Conditions (Supplementary)" article entitled "Approved Others", to which this Contractor must refer if substitution is desired.

7-03 - SCOPE

(a) This Contractor shall furnish and install complete all brick, hollow tile, ceramic glazed block and anchors as shown on the drawings or as herein specified.

7-04 - LIME

(a) Hydrated lime shall conform to Standard Specifications of the A.S.T.M., C 6, latest edition.

(b) Quick lime shall conform to Standard Specifications of the A.S.T.M., C 5, latest edition.

7-05 - MASONRY SAND

(a) Sand shall be sharp, washed, clean and well graded in size. Mortar sand shall pass a #8 sieve and at least 5% shall be retained on a #16 sieve.

(b) White sand - "Del Monte".

7-06 - WATER

(a) Water shall be clean and free from deleterious materials.

7-07 - PORTLAND CEMENT

(a) Portland cement shall conform to the Standard Specifications of the A.S.T.M., C 150, Type I, latest edition.

7-07 - PORTLAND CEMENT (Continued)

(b) Tests on cement shall comply with the requirements for same as specified under "Concrete and Cement Work".

7-08 - BRICK, COMMON

(a) Common brick shall be best quality, sound, hard burned clay brick of uniform shape, size and dark color. No soft or salmon brick will be allowed.

7-09 - STRUCTURAL HOLLOW CLAY TILE

(a) All hollow clay tile shall be kiln-burned units, free from cracks, splits, laminations, or other defects as may impair their strength or durability. All surfaces to receive plaster shall be scored.

7-10 - CERAMIC GLAZED BLOCK

(a) Glazed block shall be as manufactured by Gladding-McBean Co. or approved equal. Units in general shall be machine-made, vacuum processed, of selected clays, reasonably straight and true with finished faces free from chips, crazes, blisters and crawling. Ashlar face size to be approximately 6" x 12" including joints. Units to be 1-3/4" or 3-3/4" thick as shown on details. Color to be stock standard. All blocks shall be sized at the plant to insure uniformity of dimensions.

External corners, sills, jambs, lintels, and caps shall have 1/2" chamfer. Base members shall be coved 5/8" radius.

7-11 - MORTAR

(All measures are by volume.) All mortars shall be highly plastic with high water retentivity.

(a) Cement Lime Mortar: (Brick & Tile)

1 part Portland Cement, 1 part lime putty, and
6 parts masonry sand.

(b) Mortar: (Ceramic Glazed Block)

Setting mortar shall be composed of one part Portland Cement, one part high calcium lime putty and five parts white sand.

Colored as directed.

7-12 - MIXING MORTAR

(a) All materials for mortar shall be measured by volume, sand and cement mixed dry, lime putty added, and then water added to bring to the proper consistency for use. No mortar that has stood for more than 1 hour shall be used.

7-13 - SETTING STRUCTURAL HOLLOW CLAY TILE

(a) Partitions and furring in general shall be built on finished floor and shall be carried up to the underside of the suspended metal ceiling. Where a difference in the level of ceilings occur the tile shall be carried to the under side of the highest ceiling. Partitions around toilet rooms, vent shafts, electrical risers, wet columns and other locations shown on drawings shall be built on the structural slab and carry up to the underside of the floor arch or slab above and wedged tightly against same.

(b) Tile shall be set plumb and true to line in regular bond. All intersections and corners shall be bonded.

(c) Tile shall be set tightly against inside of bucks and all voids slushed full. Brick anchors shall be built into joints.

(d) Set tile in full bed of mortar not over 1/2" thick and butter fully all vertical joints on walls and webs.

(e) Provide and set 2" long-#14 ga. galvanized iron Anchorite, dovetail furring anchors in every other course of 2" furring tile. Dovetail slots spaced 16" o.c. will be provided by others.

(f) Provide and set 12" long #14 ga. galvanized "Anchorite" dovetail hollow tile anchors in every other course of partition tile where same joins concrete columns. Dovetail slots will be provided by others.

7-14 - LAYING BRICK

(a) All brick shall be drenched with water, allowed to drain and be damp when laid. Each brick shall be shoved into a full mortar bed and all joints filled, leaving no voids. Every sixth course shall be a full-brick or overlapping header course extending through the wall. Exposed face joints shall be neatly struck. Brick surfaces indicated to be plastered shall have raked joints to form a bond for the plaster.

(b) Brick work shall be plumb, true to line courses level and joints of uniform width.

7-15 - SETTING CERAMIC GLAZED BLOCK

(a) Setting: Preparation: Surfaces to receive ceramic glazed block shall be thoroughly wet with clean water immediately before setting units. Units shall be soaked at least one hour in clean water, and must be set within five minutes after removal from water.

Before starting installation, Mason Contractor shall lay out work to avoid making small unnecessary cuts and shall refer to Manufacturer's catalog for correct method of setting. Units shall be set by Masons thoroughly familiar with the setting of glazed block.

7-15 - SETTING CERAMIC GLAZED BLOCK (Continued)

(b) Installation: Blocks shall be completely backed with setting mortar and set in a full mortar bed. Mechanical ties or anchors shall be installed as directed by the Architect. All units shall be set according to the details shown in the Manufacturer's catalog.

(c) Joints: All joints shall be approximately 1/4" wide. Pointing shall be tooled to a smooth finish having a slight cove and color as directed by the Architect. Pointing shall be done as work progresses.

(d) Cuts: Cutting shall be done at the job by the Mason Contractor with a motor-driven saw.

(e) Cleaning: Upon completion of the work, the Mason Contractor shall remove from the premises all unused materials, rubbish, etc., that have accumulated as a result of his work. All surfaces shall be carefully cleaned with a fibre brush, clean water and soap powder.

ROOFING AND SHEET METAL

SECTION VIII

8-01 - APPLICATION OF THE INSTRUCTIONS TO BIDDERS AND GENERAL CONDITIONS

(a) All of the work described herein is subject to the foregoing "Instructions to Bidders", "General Conditions" and "General Conditions (Supplementary)" which become a part of this specification and all work shall be carried on in accordance therewith.

8-02 - APPROVED OTHERS

(a) Where the specifications call for an article or material by name or manufacturer or by description, the character and quality desired are thus indicated. Where a certain manufacturer or vendor may make several grades and sizes of a desired article, it will be interpreted to mean that the article approved is that coming nearest the description and of no lesser size or capacity than stated in the description. The conditions governing approvals and the time limit for submission of written requests for approvals are stated in the "General Conditions (Supplementary)" article entitled "Approved Others", to which this Contractor must refer if substitution is desired.

8-03 - SCOPE

(a) This Contractor shall furnish all labor and materials to complete all roofing and sheet metal work shown on the drawings or herein specified.

8-04 - BUILT-UP ROOF

(a) Roof Deck Preparation: Concrete slab shall be dry, and free from all rough spots and sharp projections. Surface shall be swept clean. All inclined surfaces shall be properly graded to outlets. Roof drains, metal aprons, collars and sleeves for vent pipes shall be in place ready for Roofing Contractor to attach to his work.

A cant strip shall be provided in all angles.

(b) Materials: All material shall be delivered in original packages bearing Manufacturer's label.

Summary of Weights - per 100 square feet:

1 Coat Concrete Primer	10	lbs.
1 Layer 45# Asbestos Felt	45	"
3 Layers 15# Perforated Asbestos Felt	45	"
Mopped Solid with H.M.P. Viskalt Asphalt	120	"
Finish Coat with Hot Asphalt	25	"
	245	"

(c) Application

1. Primer - To the concrete deck, apply one coat of Concrete Primer, using one gallon per 100 square feet, and allow to

8-04 - BUILT-UP ROOF (Continued)

set until dry. This coat shall extend up all vertical walls 3" above reglet line.

2. Deck - Mop the concrete deck solid using 30 lbs. of hot asphalt per 100 sq. ft.; and while hot, embed one layer of 45# Asbestos Felt lapping joints 2" and thoroughly sealing with asphalt. Apply 3 layers of 15# Perforated Asbestos Felt shingle fashion, solid mopped between each layer and solid mopped to 45# base sheet. Mop all turned-up edges of Felt to parapet walls at least 6" above roof line. Felts shall fit around vents and outlets, and be sealed with Plastic Cement.

3. Vents - All vent flashings shall be set in hot Asphalt on first layer of Felt. The flanges shall be sealed with a 4" strip of Saturated Fabric mopped solid.

4. Reinforcing Strip - A reinforcing strip of 15# Asbestos Felt 12" wide shall be applied in all angles mopped solid over Felts.

5. Flashing - Seal all turned-up edges of Felt to parapet walls with a 6" strip of Saturated Fabric mopped solid.

6. Asphalt - Asphalt shall be applied at an average temperature of 375° to 400° F.

7. Finish Coating - Finish the entire roof surface with 25# of hot asphalt.

8-05 - SHEET METAL WORK

(a) Materials:

1. All sheet metal work shall be 16 oz. soft copper unless specified otherwise. Crimped copper shall be used for base flashing.

2. Solder shall conform to Standard Specifications of the A.S.T.M., B 32, latest edition.

3. Nails, rivets, screws and similar fastenings shall be of the best grade hard copper or copper alloy.

4. Pointing compound shall be the same as specified for use under "Masonry Work".

(b) Flashing:

1. The exposed edges of all flashings shall be doubled back 1/2" in such a manner as to conceal them from view and provide stiffness.

8-05 - SHEET METAL WORK (Continued)

2. Cap flashing shall turn down over base flashing not less than 4" and shall have the bottom edges turned back 1/2".

3. Where wall surfaces are indicated to be flashed, standing seams 1" high shall be provided. All cross seams shall be flat. Vertical seams shall not occur between standing seams. All standing seam work shall be fastened to the wall surface with cleats nailed with copper nails to wood strips set in the concrete by the General Contractor. Sheet Metal Contractor shall furnish the General Contractor with the location of all required nailing strips.

4. All through wall flashing shall be "Anaconda" or "Cheney" Type #8. Place in wall with mortar below and on top of flashing so that mechanical bond is obtained. Corner flashing shall consist of one piece units. Flashing shall be furnished and installed in accordance with the manufacturer's specifications.

(c) Box for Corner Stone:

1. Provide box of size and shape shown on drawings.

(d) Damp Course Flashing:

1. Damp course flashing under granite base course shall extend down 4" over the waterproofing and be turned up back of stonework 4" and lapped 4" at joints. Surfaces receiving damp course to be given a trowel coat plastic cement and sheet completely embedded in the coating.

2. Flashing shall be 3 oz. Copper Skin - Sisalkraft or Wasco Copper-Fabric.

(e) Scuttles:

1. Sheets shall be laid with flat seams soldered and shall be carried over edges of scuttle to underside where they shall be secured with nails 1½" apart.

(f) Ventilators:

1. Ventilators shall be Forbes Syphonaire complete with base. Base to be designed so that overall heighth of curb and ventilator is not higher than parapet walls.

2. Ventilators shall be secured to concrete curbs furnished by others.

(g) Skylights:

1. Skylights shall be double pitch "Aluminex" construction as manufactured by the J. Royden Estey & Sons, Los Angeles 32, California.

8-05 - SHEET METAL WORK (Continued)

2. Glass shall be 1/4" ribbed wire glass.

3. Skylight shall be anchored to angle iron curb supplied by others.

4. Base flashing shall be aluminum. Contact surfaces between aluminum and iron curbing to be protected with a heavy coat of asphalt paint.

5. Provide 8" aluminum ventilators in each end of skylights.

(h) Fresh Air Intake and Exhaust Ventilators:

1. To be constructed as shown on drawings with angle iron base.

2. Angle iron curb will be supplied by others.

3. Contact surfaces between copper ventilator and angle iron curb to be protected with a heavy coating of asphalt paint.

(i) Cleaning:

1. All copper work, when finished, shall be thoroughly cleaned of all flux, scraps and dirt. After cleaning the copper shall be washed off with clear water.

MISCELLANEOUS IRON, ORNAMENTAL METAL & METAL SPECIALTIES

SECTION IX

9-01 - APPLICATION OF THE INSTRUCTIONS TO BIDDERS AND GENERAL CONDITIONS

(a) All of the work described herein is subject to the foregoing "Instructions to Bidders", "General Conditions" and "General Conditions (Supplementary)" which become a part of this specification and all work shall be carried on in accordance therewith.

9-02 - APPROVED OTHERS

(a) Where the specifications call for an article or material by name or manufacturer or by description, the character and quality desired are thus indicated. Where a certain manufacturer or vendor may make several grades and sizes of a desired article, it will be interpreted to mean that the article approved is that coming nearest the description and of no lesser size or capacity than stated in the description. The conditions governing approvals and the time limit for submission of written requests for approvals are stated in the "General Conditions (Supplementary)" article entitled "Approved Others", to which this Contractor must refer if substitution is desired.

9-03 - SCOPE

(a) This Contractor shall furnish, and install complete, all miscellaneous iron, ornamental metal and metal specialties shown on the drawings or herein specified.

9-04 - SHOP DRAWINGS

(a) Furnish complete shop drawings for all metal work for Architect's approval before any work is executed.

9-05 - MATERIALS

(a) Cast iron shall be made of soft gray iron.

(b) Wrought iron shall be best quality, tough, homogeneous, ductile forge iron.

(c) Structural steel shall conform to the Standard Specifications of the A.S.T.M., "Structural Steel for Buildings" A-9, latest edition.

(d) Aluminum shall be manufactured according to the formula that will produce a metal of the necessary tensile strength, hardness and ductility to satisfy the requirements of the particular items in question.

(e) Bronze - best grade commercial stock.

9-06 - SAFETY TREADS (Cement Stairs)

(a) Wooster "Type 101" or Mason "Style M" abrasive iron-3" wide, 6" less than full width of tread. Cross hatched surface. Complete with anchors.

9-07 - MANHOLE COVERS AND FRAMES

(a) Manhole covers and frames shall be 24" diameter stock pattern, medium weight, with ventilated covers.

9-08 - LADDER RUNGS

(a) Ladder rungs shall be 3/4" round bars with a horizontal length of 16" arranged to set 4" from wall and extend 4" into concrete with ends turned out 1" for anchorage. Rungs to be galvanized after bending.

9-09 - LADDERS

(a) Ladders shall have strings of 2" x 3/8" spaced 16" apart with rungs of 3/4" diameter round bars spaced 14" o.c. shouldered and riveted to strings.

(b) Strings to set 6" clear of wall face unless shown otherwise and secured to wall with iron brackets of the same size as strings with ends bent to form lugs. The lug shall abutt the face of the wall and be bolted to wall with 5/8" expansion bolts.

9-10 - ELEVATOR SILL ANCHORS

(a) Provide 6" x 6" x 1/2" angles with 2" x 1/4" strap anchors spaced 18" o.c. full width of elevator shaft at each floor for anchorage of elevator door sills.

9-11 - PIPE RAILINGS

(a) Pipe railings and standards shall be made of 1½" I.D. standard weight wrought iron pipe with flush type fittings or welded construction. All railings shall be smooth to the hand.

(b) Uprights to be set in pipe sockets previously set in concrete and caulked with molten lead. Pipe sockets to be 8" long.

(c) Provide removable section where shown in penthouse with sliding gate at ladder.

9-12 - STEEL LINTELS

(a) Channel iron lintels shall be provided for all door openings 3'-2" and wider. Lintels shall be equal in width to the thickness of the tile wall and have a minimum bearing of 6" at each end on masonry wall.

(b) Where openings are so close to columns that there is insufficient bearing for lintels, provide angle clip on face of column and bolt lintel to clip angle.

(c) See drawings for miscellaneous lintels.

9-13 - METAL CURBS AND FRAMES

(a) Provide angle iron curbs for skylights, vent openings and removable slab over transformer vault.

(b) Provide channel iron frames around openings for heating ducts in vestibules and corridors as shown on details.

9-14 - PIPE HANDRAILS

(a) Provide 1½" I.D. standard weight wrought iron pipe handrails where shown on drawings. Ends shall be finished with a plain stock cap.

(b) Handrails shall be supported on cast or wrought iron brackets spaced not over 6'-0" o.c. anchored to the concrete wall with expansion bolts.

9-15 - FLAGPOLE SUPPORT

(a) Furnish all iron-work for flagpole support as shown on drawings. Support to be made so that pole can be pivoted for lowering to roof. All metal to be galvanized after fabrication.

9-16 - FLAGPOLE FITTINGS

(a) American Flagpole Equipment Co. track No. 9.

(b) 16 oz. 8" diameter seamless copper ball thoroughly gilded with xx gold leaf supported 10" from truck by a 1/2" galvanized iron spindle.

(c) No. 9 waterproof braided cotton halyard equipped with bronze snap hooks.

(d) 9" galvanized cleat with galvanized lag screws for securing to pole.

9-17 - COLLAPSIBLE BRONZE GATES (Rooms 13 & 20)

(a) Construct of wrought bronze - full height of opening. Gate to extend back into metal pockets constructed of #18 ga. furniture steel substantially reinforced and properly connected to adjoining bronze, so that no part of the lining is exposed. Opening to be surrounded by simple bronze frame. Gate constructed of 1" x 3/8" bronze channels spaced 5" o.c. with separators at pivot points. Truss work 3 rows of 7/8" x 3/16" flat bronze bars. Gate to be hung on overhead steel track with roller bearing hangers. Provide cylinder lock at jambs.

9-18 - THRESHOLDS

(a) Interior thresholds - 4" wide -fluted brass. Secured to floor with expansion metal anchors at each end and intermediate points 12" o.c.

9-18 - THRESHOLDS (Continued)

(b) Penthouse door "Wooster" type 112 - Ferrogrit plain surface.

9-19 - TRANSFORMER VAULT VENT SCREENS

(a) Screen openings with 1" mesh #8 gage bronze wire screen mounted in a 1½" x 3/4" bronze channel frame anchored to granite with expansion bolts.

9-20 - HEATING GRILLES

(a) Front, rear entrance lobbies—bronze as detailed. Oil rubbed finish.

9-21 - CABLE EYELETS

(a) Provide bronze plugs and pipes for lifting cables in removable slab over transformer vault as shown on Sh. A -16.

9-22 - DIRECTORY BOARD

(a) Standard type as manufactured by the Tablet and Ticket Co.

(b) Frame - Extruded Bronze - Type A.

(c) Directery Board shall be furnished complete with backing for name strips - 1/4" plate glass front and metal clips for mounting on face of wall.

9-23 - MAIL BOX

(a) Mail Box - Cutler design - #4740, or Capitol #405. Cast bronze. Oil rubbed finish.

(b) Work to be done in strict accordance with the Regulations of the Post Office Department.

9-24 - TRENCH & PIT COVERS & FRAMES

(a) Construct with angle iron frame fitted with anchors to set in concrete. Cover 1/4" thick checkered floor plate provided with flush ring lifting device. Size to be as shown on plans.

9-25 - DRIVE SUMP GRATING

(a) Provide extra heavy cast iron grating and frame for sump at end of driveway. Frame to be equipped with anchors for securing to concrete.

9-26 - DOOR BUCK ANCHORS

(a) Provide 8 - 1" x 1/8" x 8" iron anchors for each wood door buck. Ends to be turned 2". Provide 2 hole in one leg for securing to buck with wood screws provided by others.

9-27 - MISCELLANEOUS BOLTS, ANCHORS

(a) Provide bolts for anchoring wooden curbs and wooden railings as shown on details.

9-28 - ELEVATOR MACHINE ROOM HATCHES

(a) Upper hatchway to be constructed with angle iron frame and provided with 1/4" checkered plate cover as shown.

(b) Lower hatch to be constructed with 3" x 3" x $\frac{1}{4}$" angle hung from concrete slab as shown. Cover to be a 3/16" level aluminum plate secured to angle frame with round head machine screws tapped into angle frame.

9- 29 - MAIN ENTRANCE-REAR ENTRANCES-VESTIBULE DOORS & FRAMES

(a) Openings to be furnished complete with extruded bronze frames, staff molds, thresholds and tempered glass doors.

(b) Thresholds shall have fluted tops and provided with the necessary cut-outs for floor hinges, door bolts and screw holes for anchorage. Thresholds to have 2 anchors at each end and intermediate anchors spaced approximately 15" o.c.

(c) Tempered glass doors shall be "Herculite" type "P" or approved equal complete with "Pittco" checking floor hinges, flush top and bottom bolts, cylinder lock, and push plates on both sides of door. Cylinder locks shall be keyed with the master lock system of the building.

(d) Steel bucks shall be provided for all bronze frames. They shall be reinforced and welded at corners and set true and plumb. Jambs shall be anchored to masonry and extend to bottom of concrete joist above opening, lower ends bolted to floor slab through angles.

(e) Screen at front entrance to be made from seamless bronze tubing properly reinforced and anchored to floor slab and concrete joist above ceiling.

(f) Tempered glass doors in vestibules shall be the same as specified for exterior openings except flush bolts and cylinder locks are not required.

(g) Fastenings shall be concealed where possible. Exposed fastenings shall be of bronze. Exposed screws generally shall have countersunk, oval or filister heads.

(h) All bronze work shall have an oiled rub finish.

9-30 - AREA GRATINGS

(a) Construct of 1 3/4" x 1/2" frame with welded corners, 1 1/2" x 1/4" slats spaced approximately 1 1/4" o.c. Support on wall of building with angle clip. Gratings to be in two sections. Galvanize all parts after fabrication.

9-31 - SIDEWALK DOOR

(a) Furnish and set standard 2-leaf, flush, checkered aluminum watertight sidewalk door with standard door frame and condensation gutter tapped for 3/4" pipe on Loading Platform. Doors to be equipped with bow strike plates.

9-32 - STEEL STAIRS

(a) Stringers, treads, risers, structural steel supports for landings, newels and railings as shown on drawings. All stringers and supports shall be designed to sustain a live load of 100# per sq. ft. of stairs.

(b) Stringers to be constructed of steel channels with steel angles at the bottom for the securing of metal lath.

(c) Risers to be 10 gauge plate.

(d) Intermediate landings and stair treads to be "Wooster" abrasive cast iron.

(e) Newels to be 3" x 3" seamless, drawn steel tubing with cast iron caps and bases.

(f) Provide steel clips on treads and landings for anchoring treads. Risers and treads to be secured to stringers with angles welded to each member.

(g) Main stair railing to be constructed of steel with rails and balusters of size and design shown. Top rail to be drilled and countersunk every 12" for fastening the hand rail with screws from underside. Wood hand rail furnished under "Carpentry".

(h) Rear stair railings to be 1 1/4" galvanized pipe with flush fittings. Pipe work secured to metal work to be fastened through flanged fittings with caps screws.

9-33 - BRONZE LETTERS

(a) Cast metal - 3" high. Flat face. Without separators. Oil rubbed finish. Letters to be furnished as follows - STAIRS - GENERAL INFORMATION - TRAVEL INFORMATION.

9-34 - MOVABLE STEEL PARTITIONS

(a) E. F. Hauserman Co. Type C-C and Type C-C Soundproof as shown on plans. Glazed soundproof partitions to have double glass.

(b) Hardware to be furnished and installed complete, and to be of the same manufacturer and style used in other sections of the building. See hardware specification for requirements.

(c) Partitions to have stock color finish with black base and plinths.

9-34 - MOVABLE STEEL PARTITIONS (Continued)

(d) Clear glass to be 1/4" polished plate.

(e) Obscure glass to be 1/4" Factrolite.

(f) Top fillers - double steel with packing.

(g) All partitions shall be constructed and installed in accordance with the manufacturer's standard specifications.

9-35 - PAINTING

(a) All iron and steel work, not galvanized shall be thoroughly cleaned and given a shop coat of red lead and oil.

BRONZE WINDOWS & SPANDRELS

SECTION X

10-01 - APPLICATION OF THE INSTRUCTIONS TO BIDDERS AND GENERAL CONDITIONS

(a) All of the work described herein is subject to the foregoing "Instructions to Bidders", "General Conditions" and "General Conditions (Supplementary)" which becomes a part of this specification and all work shall be carried on in accordance therewith.

10-02 - APPROVED OTHERS

(a) Where the specifications call for an article or material by name or manufacturer or by description, the character and quality desired are thus indicated. Where a certain manufacturer or vendor may make several grades and sizes of a desired article, it will be interpreted to mean that the article approved is that coming nearest the description and of no lesser size or capacity than stated in the description. The conditions governing approvals and the time limit for submission of written requests for approvals are stated in the "General Conditions (Supplementary)" article entitled "Approved by Others", to which this Contractor must refer if substitution is desired.

10-03 - SCOPE

(a) This Contractor shall furnish all labor and material to complete all exterior bronze windows and bronze spandrels shown on the drawings or herein specified.

10-04 - SHOP DRAWINGS

(a) Shop drawings showing construction, installation and other details shall be submitted for approval before fabrication.

10-05 - GLAZING

(a) Glass, glazing and exterior caulking will be furnished by others. This Contractor shall furnish and install all necessary mastic bedding required to insure a water tight installation.

10-06 - MATERIAL

(a) All parts of window frames and sash shall be solid bronze. All members shall be extruded. Moulded sections shall have clean sharp arrises, free from twists, bends or other imperfections.

(b) Weatherstripping shall be hard resilient bronze of the required thickness to resist movement from pressure exerted by wind at a velocity of 60 miles per hour.

(c) The window frames shall be provided with steel anchors for securing same to concrete walls. Anchors are to be galvanized after fabrication.

10-07 - CONSTRUCTION

(a) All joints, copes and mitres shall be precision machined and carefully fitted to create tight hair line joints. All holes, slots, etc., shall be accurately drilled to template and holes for machine screws carefully tapped.

(b) Stiles and rails at sash shall be assembled by welding or sweating together of corners, which shall first be heavily reinforced. Ample reinforcement shall be built into sash to receive the hardware.

(c) Scribe mould shall be coped or mitred at intersections and attached by oval headed screws approximately 20" o.c. and placed after inside reveals are finished.

(d) Jamb, head and sill members of window frames shall be designed to provide integrally formed pockets to receive and retain the metal weatherstripping in such a manner that no raw edges of same will be exposed. Weather stripping shall be so formed and positioned as to provide continuous lines of flexible but positively sealing contact between the frame and the glazed sash without in any way binding the sash when operated.

(e) All windows shall be so designed and constructed that the maximum infiltration shall not exceed 1/3 of 1 cu. ft. per minute per lineal foot of sash perimeter when subjected to an air pressure equivalent to 25 miles per hour.

(f) Sight lines shall be maintained throughout on inside and outside of sash except on vertical muntin of transom and hopper. All glass shall be kept in the same plane.

10-08 - HARDWARE

(a) Casements shall be equipped with 3 heavy wrought bronze butts and locking handle with beveled strike on keeper and two bronze sliding sash adjusters.

(b) Vents shall be equipped with 1 pair of heavy wrought bronze butts, two friction stays and 1 special locking device.

10-09 - SPANDRELS

(a) Construct spandrels of extruded and sheet bronze so as to produce the design indicated on the drawings. Ornament indicated shall be etched into the facing. Spandrels shall be equipped with galvanized steel reinforcement adequate to hold the surfaces in alignment and steel anchors for securing to building construction. Spandrels and window frames are to be so designed to properly overlap the other and be watertight.

10-10 - PROTECTION

(a) Before shipment, this Contractor shall apply a protective solution to all exposed surfaces of the sash and spandrels in order to protect the metal from plaster, etc.

10-11 - FINISH

(a) Sash and spandrels shall have an oxidized finish to match sample in the Architect's office.

10-12 - SETTING

(a) After exterior marble is in place, the windows and spandrels are to be installed. Frames and spandrels are to be firmly anchored, set plumb, straight, square and level. Ventilators and sash shall be carefully adjusted before glazing.

(b) After glazier-plasterer, etc. have completed their work, the protection coating shall be removed and the sash carefully inspected and adjusted to insure efficient operation of all hardware and movable sash.

METAL TOILET COMPARTMENTS

SECTION XI

11-01 - APPLICATION OF THE INSTRUCTIONS TO BIDDERS AND GENERAL CONDITIONS

(a) All of the work described herein is subject to the foregoing "Instructions to Bidders", "General Conditions" and "General Conditions (Supplementary)" which become a part of this specification and all work shall be carried on in accordance therewith.

11-02 - APPROVED OTHERS

(a) Where the specifications call for an article or material by name or manufacturer or by description, the character and quality desired are thus indicated. Where a certain manufacturer or vendor may make several grades and sizes of a desired article, it will be interpreted to mean that the article approved is that coming nearest the description and of no lesser size or capacity than stated in the description. The conditions governing approvals and the time limit for submission of written requests for approvals are stated in the "General Conditions (Supplementary)" article entitled "Approved Others", to which this Contractor must refer if substitution is desired.

11-03 - SCOPE

(a) This Contractor shall furnish all labor and material to complete and erect ceiling-hung flush construction metal toilet compartments, and urinal shields.

11-04 - SHOP DRAWINGS

(a) Furnish complete shop drawings for Architect's approval before any work is executed.

11-05 - MATERIALS

(a) All steel parts shall be BONDERIZED GALVANIZED, extra smooth finish. Partition panels 20 ga., doors 22 ga., and stiles 16 ga. Panel and door edge moldings 20 ga., and for stiles 18 ga. Cores shall be laminated, corrugated fiber board approximately 1 in. thick for partition and door panels and 1¼ in. for stiles. Stile shoe fittings shall be brass chromium plated, 3 in. high, other fittings steel enameled to match partitions, all adjustable to variations in ceilings and walls.

11-06 - WORKMANSHIP

(a) Partitions, doors and stiles shall be flush construction with fiber board cores cemented under pressure to inner metal surfaces. Edges interlocked under tension with drawn moldings welded at corners. Dividing partitions shall be anchored to stiles with a tension grip, by three concealed hooks.

11-07 - FINISH

(a) All material shall be given one coat of rust resisting primer baked on, followed by two separately baked coats of high-baked synthetic enamel. Solid color as approved.

11-08 - HARDWARE

Bottoms of doors and stiles shall line up, with no hardware parts extending below bottom line. Doors shall be hung on Weis gravity hinges with stainless steel working parts, and the upper hinge shall be mounted in a recess in the edge of the door. Doors shall be fitted with combination keeper and bumper, heavy throw latch, and coat hook with rubber tipped bumper. All hardware, except stainless steel working parts of hinge, shall be brass chromium plated.

HOLLOW METAL WORK

SECTION XII

12-01 - APPLICATION OF THE INSTRUCTIONS TO BIDDERS AND GENERAL CONDITIONS

(a) All of the work described herein is subject to the foregoing "Instructions to Bidders", "General Conditions" and "General Conditions (Supplementary)" which become a part of this specification and all work shall be carried on in accordance therewith.

12-02 - APPROVED OTHERS

(a) Where the specifications call for an article or material by name or manufacturer or by description, the character and quality desired are thus indicated. Where a certain manufacturer or vendor may make several grades and sizes of a desired article, it will be interpreted to mean that the article approved is that coming nearest the description and of no lesser size or capacity than stated in the description. The conditions governing approvals and the time limit for submission of written requests for approvals are stated in the "General Conditions (Supplementary)" article entitled "Approved Others", to which this Contractor must refer if substitution is desired.

12-03 - SCOPE

(a) This Contractor shall furnish all labor and materials to complete all hollow metal work shown on drawings or herein specified.

12-04 - WORK BY OTHERS

(a) Glass and glazing.

(b) Threshold.

12-05 - SHOP DRAWINGS

(a) Furnish complete shop drawings for Architect's approval before any work is executed.

12-06 - MATERIALS

(a) Doors and finished frames, shall be constructed of best grade furniture steel of U. S. Standard Gauges specified.

12-07 - WORKMANSHIP

(a) All work shall be executed according to the best practice and quality of steel cabinet workmanship. All finished work shall be smooth and free from warps and buckles. All miters and moldings shall be well formed and in true alignment. All exposed welded joints shall be smooth, no weld marks to show where finished.

12-08 - DOORS

(a) Doors, except as noted otherwise on "Door Schedule" shall be solid flush design both sides, 1-3/4" thick, made of two formed plates of No. 18 gage steel rigidly connected and reinforced inside with continuous interlocking members spaced on 6" maximum centers. Sound deadening material shall be placed between reinforcement. Exterior doors shall be made of steel with a coat of rust preventative.

12-09 - FRAMES

(a) Rough Bucks - No. 14 gage steel provided with wall anchors spaced 2 ft. on center and angle knees on side members for fastening to floor.

Cabinet Jambs - No. 18 gage steel.

Jambs to be mortised and reinforced for hardware.

12-10 - CASINGS

(a) Casings shall be stock design, No. 18 gage steel secured to frames by concealed clips, except as shown.

12-11 - PLINTHS

(a) Casings shall stop on top of No. 18 Gage Metal plinths furnished with concealed fastenings.

12-12 - HARDWARE

(a) Finished hardware will be furnished by others. Hardware Contractor will deliver prepaid to the Contractor all templates and finished hardware required by him. This Contractor shall prepare all material at the factory for hardware application and shall apply at the factory all finished hardware not interfering with crating or shipping. All other hardware shall be delivered to the building by the Hardware Contractor and applied by the Door Erector.

12-13 - FINISHES

(a) All inside surfaces shall be thoroughly cleaned and coated with rust-inhibiting paint before fabrication. Exposed surfaces shall have all oil, dirt and other impurities removed and be thoroughly sanded and cleaned. The exposed surfaces of doors, trim and frames shall receive sufficient coats of mineral filler, having each coat baked on and sanded to insure a smooth surface. Follow filler coats with coat of grey primer, baked on and sanded smooth. Over prime coat apply two coats of plain enamel finish as selected. First coat to be baked on and sanded. Final coat to be baked and then rubbed down with pumice and crude oil to an eggshell gloss.

(b) All doors to fire stairs and facing corridors shall have a grained finish to match oak doors.

12-14 - SHOP COAT

(a) All structural steel and rough bucks shall have one shop coat of black paint.

12-15 - FACTORY FINISH

(a) All material with a factory baked enamel finish shall be protected against damage to painted surfaces during transit, erection and completion of adjacent builder's work.

LATHING & PLASTERING

SECTION XIII

13-01 - APPLICATION OF THE INSTRUCTIONS TO BIDDERS AND GENERAL CONDITIONS

(a) All of the work described herein is subject to the foregoing "Instructions to Bidders", "General Conditions" and "General Conditions (Supplementary)" which becomes a part of this specification and all work shall be carried on in accordance therewith.

13-02 - APPROVED OTHERS

(a) Where the specifications call for an article or material by name or manufacturer or by description, the character and quality desired are thus indicated. Where a certain manufacturer or vendor may make several grades and sizes of a desired article, it will be interpreted to mean that the article approved is that coming nearest the description and of no lesser size or capacity than stated in the description. The conditions governing approvals and the time limit for submission of written requests for approvals are stated in the "General Conditions (Supplementary)" article entitled "Approved Others", to which this Contractor must refer if substitution is desired.

13-03 - SCOPE

(a) This Contractor shall furnish all labor and materials to complete lathing and plastering shown on the drawings and "Schedule of Finishes" or herein specified. All ceilings shall be installed and plastered before partitions are erected and plastered. Toilets and ventshaft partitions only are to extend through ceiling to slab above. No plaster is required back of marble wainscote. Plastering on masonry or concrete shall be two-coat work and plastering on metal lath three coat work. This Contractor to set all plaster rings for recessed lighting fixtures. Plaster ring will be furnished by others.

13-04 - MATERIALS

(a) Materials for plastering shall conform to the following specifications of the A.S.T.M.:

Lime	- C 206	Latest Edition
Gypsum Plaster	- C 28	" "
Keene's Cement	- C 61	" "
Molding Plaster	- C 59	" "
Gypsum Lath	- C 37	" "
Portland Cement	- C 9	" "

(b) Plaster Aggregate - Perlite (distributed by Dant & Russell, Inc. Portland, Oregon.)

(c) Water shall be clean, potable water.

(d) Metal Lath - Zinc coated or dip-painted after fabrication. Expanded metal lath - 24 ga. weighing 3.4# per sq. yd.

13-04 - MATERIALS (Continued)

(e) Corner Beads - (Walls) Milcor #1--2 5/8" expanded metal wing. 26 ga. galvanized steel.
(Windows) Milcor #10--2 7/8" expanded metal wing. 26 ga. galvanized steel.

(f) Hangers - #8 ga. galvanized, soft annealed wire.

(g) Carrying Channels - 1½" hot or cold rolled steel.

(h) Furring Channels - 3/4" hot or cold rolled steel.

(i) Tie Wire - 18# ga. galvanized, soft annealed wire.

(j) Access Doors - Milcor - Style "K". Size as shown on plans.

(k) Base Ground - Milcor #3, 26 ga. galvanized sheet steel.

(l) All manufactured materials shall be delivered in the original packages bearing the name of the manufacturer and the brand.

(m) All cementituous material must be kept dry until ready for use, kept off the ground and under cover.

13-05 - METAL LATHING AND FURRING

(a) Hung ceilings to be supported by No. 8 wire hangers looped and imbedded 2" in concrete or secured to "Anchorite" drive-inserts installed in bottom of joist, and spaced not over 4'-0" o.c. in either direction. Attach to hangers 1½" channels and secure across these 3/4" channels 12" o.c. Secure lath to channels with #18 gauge wire at 6" intervals carrying sheets down 6" onto exterior walls and other permanent partitions such as stair halls and toilet rooms.

(b) Exterior walls to be furred with 3/4" channel studs spaced 12" o.c. vertically. Attach channels to 3/4" horizontal furring spaced 4'-0" o.c. with upper and lower channels not more than 6" from floor and ceiling respectively and not more than 1/4" from face of wall. Horizontal furring to be attached to walls with nails driven into concrete or other approved methods. Space nails 2'-0" o.c. horizontally. Secure horizontal furring to nails with 3 strands of No. 18 wire. Saddle tie vertical members to horizontal members with 3 loops of No. 18 wire at each crossing and securely anchor to floor and ceiling construction.

Wall lathing to start one framing member away from corner and bent into corner and carried onto the abutting wall. Wire lath to metal supports at intervals of 6" with #18 gage wire.

All plastered corners, both horizontal and vertical to be protected with corner beads. Corner beads to be substantially secured, accurately set plumb, true and straight.

13-05 - METAL LATHING AND FURRING (Continued)

(c) Strips of metal lath shall be tacked to jamb and head members of all wood door bucks. Lath shall extend over masonry a minimum of 2". All metal lintels over doors and other openings shall be covered in a similar manner.

13-06 - PLASTERING

(a) Base Coat Proportions:

1. First coat (on metal lath) - 1½ sacks Gypsum neat fibered plaster - 1 sack "Perlite".

2. First Coat (on masonry) - 1 sack Gypsum neat fibered plaster - 1 sack "Perlite".

3. First Coat (on concrete) - Special Bond Plaster coat.

4. Second Coat (for all 3 coat work) Same as (2) above.

All measurements by volume.

(b) Finish Coat Proportions:

1. Sand Float Finish - 1/2 part Keene's Cement - 1 part lime putty - 1½ parts Del Monte white sand.

2. Trowel Finish - 3 parts of lime putty to 1 part gaging plaster, by volume.

3. Keene's Cement Finish - 1 part lime putty to 3 parts Keene's cement, by volume.

13-07 - MIXING

(a) Material that has partially set shall not be retempered or used. Frozen, caked or lumpy materials shall not be used. The mixer shall be cleaned of all set or hardened materials before materials for a new batch are loaded. Each batch shall be mixed separately.

13-08 - THICKNESS OF PLASTER

(a) Grounds shall be installed so as to provide for the following thickness of plaster, from face of plaster base or channel iron to finished plaster surfaces:

Metal lath................3/4" min.

Masonry...................5/8" min.

(b) Wood grounds will be furnished and installed by others.

13-08 - THICKNESS OF PLASTER (Continued)

(c) Screeds shall be run on all surfaces at such intervals as to establish the exact surface of the brown coat and serve as a guide for rodding wherever grounds for the finish surface are not available.

(d) Where acoustical tile ceiling is noted on "Schedule of Finishes" omit finish coat of plaster and float brown coat smooth and level.

13-09 - PREPARATION FOR PLASTERING

(a) Temperature and Ventilation: Plaster shall not be applied to surfaces that contain frost. A minimum temperature of 40° F. shall be maintained in the building for an adequate period prior to the application of the plaster, while plastering is being done, and until completely dry. If the maintenance of this minimum temperature requires the furnishing of heat, it shall be provided by the General Contractor. Adequate, properly regulated ventilation shall be provided. Precaution shall be taken against too rapid drying before set has occurred. As soon as the plaster has set free circulation of air shall be provided to avoid sweat-outs. After the plaster has set, heating shall be continued to insure as rapid drying as possible.

(b) Masonry surfaces on which suction must be reduced shall be properly wet down immediately before the plaster is applied.

(c) Monolithic concrete surfaces shall be cleaned of all dust, loose particles, and other foreign matter and plastered with special Bond plaster such as "Bond Crete" or equal.

(d) Surfaces shall be carefully examined before plaster is applied thereto, and the Architect notified of any and all unsatisfactory conditions. Plaster shall not be applied until such unsatisfactory conditions have been remedied.

13-10 - APPLICATION OF BASE COAT

(a) Two Coat Work: Base coat shall be applied with sufficient material and pressure to form a good bond on masonry and to cover well, and then be doubled back with the same mix to bring the plaster out to grounds. Straighten to true surface with rod and darby, and left rough ready to receive the finish coat.

(b) Three Coat Work: Scratch coat shall be applied with sufficient material and pressure to form good full keys on metal lath, to cover well, and then be scratched to rough surface.

Brown coat shall be applied after scratch coat has set firm and hard, brought out to grounds and straightened to a true surface with rod and darby, and left rough, ready to receive finish coat.

13-11 - APPLICATION OF FINISH COAT

(a) Gypsum-Lime Putty Trowel Finish: Apply over a base coat which has set and is surface dry, scratch in thoroughly, laid on well, doubled back and filled out to a true, even surface.

13-11 - APPLICATION OF FINISH COAT (Continued)

The thickness shall be from 1/16" to 1/8". The finish shall be allowed to draw a few minutes and then it shall be well troweled with water to a smooth finish, free from cat faces and other blemishes.

(b) Keene's Cement Finish: Apply over a thoroughly set base coat which is nearly but not quite dry, scratched in thoroughly, laid on well, doubled back, and filled out to a true, even surface. The thickness shall be from 1/16" to 1/8". Allow finish to draw a few minutes and then trowel well with water to a smooth finish, free from cat faces and other blemishes.

(c) Sand Float Finish: Apply over a thoroughly set base coat which is nearly but not quite dry, lay on with a trowel to an even surface, and then float to a true, even surface, free from slick spots and other blemishes.

13-12 - PATCHING

(a) This Contractor shall do all normal patching and troweling up following installation of plumbing, wiring, etc., by other trades. Excessive damage by other trades shall be repaired by the Plastering Contractor and paid for by the Contractor who caused the damage.

13-13 - CLEANING

(a) After completion of the plastering the Contractor shall remove all plaster rubbish, plaster droppings, scaffolding, etc., and leave the building broom clean.

ROUGH CARPENTRY

SECTION XIV

14-01 - APPLICATION OF THE INSTRUCTIONS TO BIDDERS AND GENERAL CONDITIONS

(a) All of the work described herein is subject to the foregoing "Instructions to Bidders", "General Conditions" and "General Conditions (Supplementary)" which becomes a part of this specification and all work shall be carried on in accordance therewith.

14-02 - APPROVED OTHERS

(a) Where the specifications call for an article or material by name or manufacturer or by description, the character and quality desired are thus indicated. Where a certain manufacturer or vendor may make several grades and sizes of a desired article, it will be interpreted to mean that the article approved is that coming nearest the description and of no lesser size or capacity than stated in the description. The conditions governing approvals and the time limit for submission of written requests for approvals are stated in the "General Conditions (Supplementary)" article entitled "Approved Others", to which this Contractor must refer if substitution is desired.

14-03 - SCOPE

(a) This Contractor shall furnish and install complete all rough carpentry work as shown on the drawings or herein specified.

14-04 - MATERIALS

(a) Door Bucks - Framing lumber, etc., No. 1 common Douglas fir - S4S.

(b) Curbs & Nailing Block buried in concrete - No. 1 common Douglas fir S4S - pressure treated.

14-05 - WORKMANSHIP

(a) Rough framing shall be done in a manner which will produce the full strength in the design and shape shown on the drawings.

(b) Pieces are to be well fitted and securely fastened together with spikes and nails which will extend at least three-fifths of the length into the supporting member.

14-06 - TEMPORARY ENCLOSURES

(a) See "General Conditions (Supplementary)".

14-07 - WOOD GROUNDS

(a) Grounds shall be brought to exact finish of plaster and to the back of other materials and secured firmly with nails driven into galvanized wall plugs furnished and set by this Contractor. Grounds shall be true to line, spaced accurately, plumb, straight, even, true to dimensions.

ROUGH CARPENTRY

SECTION XIV

14-01 - APPLICATION OF THE INSTRUCTIONS TO BIDDERS AND GENERAL CONDITIONS

(a) All of the work described herein is subject to the foregoing "Instructions to Bidders", "General Conditions" and "General Conditions (Supplementary)" which becomes a part of this specification and all work shall be carried on in accordance therewith.

14-02 - APPROVED OTHERS

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14-03 - SCOPE

(a) This Contractor shall furnish and install complete all rough carpentry work as shown on the drawings or herein specified.

14-04 - MATERIALS

(a) Door Bucks - Framing lumber, etc., No. 1 common Douglas fir - S4S.

(b) Curbs & Nailing Block buried in concrete - No. 1 common Douglas fir S4S - pressure treated.

14-05 - WORKMANSHIP

(a) Rough framing shall be done in a manner which will produce the full strength in the design and shape shown on the drawings.

(b) Pieces are to be well fitted and securely fastened together with spikes and nails which will extend at least three-fifths of the length into the supporting member.

14-06 - TEMPORARY ENCLOSURES

(a) See "General Conditions (Supplementary)".

14-07 - WOOD GROUNDS

(a) Grounds shall be brought to exact finish of plaster and to the back of other materials and secured firmly with nails driven into galvanized wall plugs furnished and set by this Contractor. Grounds shall be true to line, spaced accurately, plumb, straight, even, true to dimensions.

INTERIOR FINISHED CARPENTRY

SECTION XV

15-01 - APPLICATION OF THE INSTRUCTIONS TO BIDDERS AND GENERAL CONDITIONS

(a) All of the work described herein is subject to the foregoing "Instructions to Bidders", "General Conditions" and "General Conditions (Supplementary)" which becomes a part of this specification and all work shall be carried on in accordance therewith.

15-02 - APPROVED OTHERS

(a) Where the specifications call for an article or material by name or manufacturer or by description, the character and quality desired are thus indicated. Where a certain manufacturer or vendor may make several grades and sizes of a desired article, it will be interpreted to mean that the article approved is that coming nearest the description and of no lesser size or capacity than stated in the description. The conditions governing approvals and the time limit for submission of written requests for approvals are stated in the "General Conditions (Supplementary)" article entitled "Approved Others", to which this Contractor must refer if substitution is desired.

15-03 - SCOPE

(a) This Contractor shall furnish and install complete all interior finished carpentry work, as shown on the drawings, or herein specified.

15-04 - MATERIALS

(a) Oak - Trim, Mouldings, Cabinet and Counter Shelving - Drawers and all solid work; first and seconds plain red oak. All veneered work; clear, rift sawn red oak.

(b) Fir - B and Better V.G. (except flagpole).

15-05 - SEASONING

(a) All lumber shall be kiln-dried to 7% moisture content. Veneers shall be redried before laying, to a 5% moisture content.

15-06 - PROTECTION

(a) Lumber shall be protected and kept under cover, both in transit and at the job site.

(b) Material shall not be delivered unduly long before it is required for the proper conduct of the work.

(c) Lumber shall not be stored within the structure during the process of plastering, or until plaster is reasonably dry.

15-07 - WORKMANSHIP AND ASSEMBLY

(a) Work shall be assembled at the mill, insofar as practical, and delivered ready for erection. When it is necessary to cut and fit on the job, the material shall be made with ample allowance for cutting.

1. Work shall be made in accord with measurements taken at the job.

(b) Moldings shall be true to details, cleanly cut, and sharp.

(c) Exposed surfaces shall be machine sanded to an even, smooth, surface, ready for finish.

(d) Mill assemblies shall be joined with concealed nails and screws where practical.

1. Exposed nails shall be countersunk.

2. Glue shall be waterproof glue of the best quality.

(e) Scribing, mitering, and joining shall be done accurately and neatly, to conform to details.

(f) Casings shall be mitered at the mill and shall be secured against separating by means of hardwood splines or approved patent metal fasteners. Door casings shall be in single lengths.

(g) Intersecting molds at in-corners shall be neatly coped and not mitered.

(h) Paneling shall be constructed so as to allow for free movement of the panels.

(i) Flat members of trim shall be backed out to prevent warping.

15-08 - CABINET WORK

(a) Wood for cabinet work shall be without defects in any exposed part. Slightly sound defects that do not effect appearance, strength, or durability may be permitted in cabinet backs and under side of shelves.

(b) Face material shall be closely matched.

(c) Small moldings shall be self-returned at corners - not mitered.

(d) Cabinet faces and doors shall be flush construction.

(e) Drawer backs and faces shall be dovetailed.

(f) The designation "cabinet work" means that this work shall be specially and carefully constructed and finished by expert cabinet makers and shall have as much hand work done thereon as may be required to secure perfect results.

15-09 - DOORS

(a) All wood doors shall be of oak, flush type, of size and thickness shown on "Door Schedule". Cores shall be of white pine or cedar not over 2" wide, staved construction throughout and shall be cross banded before the veneers are applied. The cores shall have stiles, top and bottom rails and at least two cross rails, framed together with dowels or tenons. Cores between rails and stiles shall be tongued and/or doweled to the rails and stiles.

(b) Face veneers, shall be sawn, not rotary cut or sliced and shall be approximately 1/8" thick. Veneers shall be as wide and as long as can be obtained and shall be carefully matched and joined together.

(c) Flush doors shall be constructed by the most modern methods to insure true surfaced - non-warping doors.

(d) Glazed doors shall be provided with molded glass stops, one side of which shall be removable for glazing.

(e) The finished faces of doors shall be carefully sanded.

(f) Louver doors shall be flush type with louver panel of 1/4" slats set at 45° and lapping. Slats and stiles shall be mortised and tenoned together.

(g) Doors shall have edge veneers 3/4" thick.

(h) Cabinet and counter doors shall be flush 5 ply veneered 3/4" thick with hardwood edge strip on exposed edges. All exposed faces of doors shall be oak.

(i) Sliding door shall be furnished complete with rubbing strips, etc., as shown on drawings. Hardware will be furnished by others.

(j) Soundproof Doors: As manufactured by the Hardwood Products Corp., Neenah, Wisconsin. Riverbank No. 35 Flush Construction complete with jambs. Wood to be similar to other interior doors. See Door Schedule for size.

(k) Doors to rooms #32-34 & 49 to be equipped with metal lightproof louvre.

15-10 - FRAMES FOR INTERIOR DOORS

(a) Frames shall be worked from 1-5/8" solid oak stock or with applied stops rebated into jamb and secured with metal cups and screws.

(b) Frames shall be double rebated 1/2" by 1/8" more than the thickness of the door.

(c) Frames heads shall be housed into jambs.

15-11 - INTERIOR TRIM

(a) Trim shall be assembled at mill.

(b) Mitered corners of trim shall be secured by means of hardwood splines, metal rings or approved connectors and glued.

(c) Trim shall be erected plumb, square, and true with even margins on frames of 3/8".

15-12 - CLOSETS

(a) Provide 1" x 12" V.G. fir shelf supported on 1" x 6" V.G. fir hook strip and 1-1/16" oak or birch pole in all closets and coat rooms where noted on plans.

15-13 - COUNTERS - CUPBOARDS

(a) Cupboards and counters shall be made in accord with details.

(b) Counter tops unless shown otherwise shall be made from 3/4" fir plywood veneered on top and exposed edges with 1/16" thick black Micarta.

(c) Counter faces shall be 5 ply, flush construction, 1" thick faced with oak veneer.

(d) Doors shall be 3/4" thick flush construction as hereinbefore specified.

(e) Sliding doors shall be mounted on Knape & Vogt Mfg. Co. sliding door hardware - Sheaves No. 429 Track No. 461, Flush pull No. 817-X Bronze finish to match hardware. Furnished and installed by millwork Contractor.

(f) Shelves shall be 3/4" oak.

15-14 - FLAGPOLE

(a) Flagpole to be of height shown on drawings, made from fresh cut, live, fine grained, old growth Red Douglas Fir. It shall be free from large, loose or unsound knots, pitch rings or pitch cheeks, stain, rot or any other defects that may impair its strength.

(b) Flagpole shall have 7" square base tapered into an octagon of $3\frac{1}{2}$" diameter at top.

(c) Flagpole shall be thoroughly sanded and painted 3 coats of lead and oil.

15-15 - INSTALLATION

(a) Finished work shall be erected plumb, true, square, and in accord with the drawings.

(b) Work assembled on the job shall be erected in accord with "Workmanship and Assembly" as heretofore specified.

15-15 - INSTALLATION (Continued)

(c) Drill holes in hardwood for nails.

(d) Finished work shall be blind nailed insofar as possible, and surface nails shall be set.

(e) All counters shall be secured to floor construction with expansion bolts of the proper size to hold work rigid, level and true.

15-16 - HARDWARE

(a) Hardware shall be installed in accord with the manufacturer's directions so that it operates easily, quietly and properly.

GLASS AND GLAZING

SECTION XVI

16-01 - APPLICATION OF THE INSTRUCTIONS TO BIDDERS AND GENERAL CONDITIONS

(a) All of the work described herein is subject to the foregoing "Instructions to Bidders", "General Conditions" and "General Conditions (Supplementary)" which become a part of this specification and all work shall be carried on in accordance therewith.

16-02 - APPROVED OTHERS

(a) Where the specifications call for an article or material by name or manufacturer or by description, the character and quality desired are thus indicated. Where a certain manufacturer or vendor may make several grades and sizes of a desired article, it will be interpreted to mean that the article approved is that coming nearest the description and of no lesser size or capacity than stated in the description. The conditions governing approvals and the time limit for submission of written requests for approvals are stated in the "General Conditions (Supplementary)" article entitled "Approved Others", to which this Contractor must refer if substitution is desired.

16-03 - SCOPE

(a) This Contractor shall furnish all labor and materials to complete all glass and glazing as shown on the drawings or as hereinafter specified.

16-04 - MATERIALS

(a) All glass for exterior windows shall be "Solex" heat absorbing plate glass - glazing quality - ¼" thick.

(b) All clear glass shall be ¼" thick polished plate - glazing quality.

(c) All obscure glass shall be ¼" thick "Factrolite".

(d) Mirrors shall be ¼" plate glass - copper plated back. No. 1 quality. Plain face. Size 14" x 20" or 48" x 20" as shown on plans of toilet rooms. Provide (1) 14" x 20" mirror over lavatories in offices.

(e) Mirror frames - 1" wide, chrome plated brass with concealed fasteners for surface mounting. Back mirrors with #18 ga. galvanized iron.

(f) Putty - For glass set in metal, special steel window putty, of materials so mixed as to be non-hardening. For glass set in wood, putty shall be made of pure linseed oil, pure whiting, and at least 10% pure white lead.

16-05 - INSTALLATION AND WORKMANSHIP

(a) Exterior glass shall be bedded in putty.

(b) Interior glass shall be back puttied.

(c) When stops or glazing beads are provided, before glazing remove them, and after glazing reset them. Work shall be done without damaging or soiling stops or beads.

(d) Secure glass in wood with zinc glazier's points and in bronze sash with metal glazing beads furnished by others.

(e) Putty shall be neatly run in straight lines parallel with inside of muntin or glazing rebate; corners shall be carefully made; all excess putty shall be removed and surface left clean.

(f) All glass shall be accurately cut to fit openings and set with equal bearing on the entire width of pane. Convex side of glass shall be on the outside.

(g) All glazing stops shall be painted black before setting.

16-06 - CLEANING

(a) Final cleaning of windows will be done by others.

16-07 - GLASS BREAKAGE

(a) This Contractor shall be responsible for all glass broken because of faulty setting and shall replace same at his own expense.

INTERIOR MARBLE WORK

SECTION XVII

17-01 - APPLICATION OF THE INSTRUCTIONS TO BIDDERS AND GENERAL CONDITIONS

(a) All of the work described herein is subject to the foregoing "Instructions to Bidders", "General Conditions" and "General Conditions (Supplementary)" which become a part of this specification and all work shall be carried on in accordance therewith.

17-02 - APPROVED OTHERS

(a) Where the specifications call for an article or material by name or manufacturer or by description, the character and quality desired are thus indicated. Where a certain manufacturer or vendor may make several grades and sizes of a desired article, it will be interpreted to mean that the article approved is that coming nearest the description and of no lesser size or capacity than stated in the description. The conditions governing approvals and the time limit for submission of written requests for approvals are stated in the "General Conditions (Supplementary)" article entitled "Approved others", to which this Contractor must refer if substitution is desired.

17-03 - SCOPE

(a) This Contractor shall furnish all labor and materials to complete all interior marble shown on the drawings, or called for in the "Schedule of Finishes" or herein specified.

17-04 - SHOP DRAWINGS

(a) Submit shop drawings showing jointing and anchoring of work for Architect's approval before fabricating any material.

17-05 - SAMPLES

(a) Submit 2 samples (12" x 12") showing the extreme range in color and marking. Completed work must be equal to the approved samples.

17-06 - MARBLE

(a) Marble wainscote shall be "Swedish Cippolino". Base--"Verde Antique". Sound, of first quality and free from defects of any kind and shall be carefully selected for marking, color and texture.

(b) Marble stools shall be Gray Tennessee.

17-07 - FINISH

(a) High polish on all exposed surfaces.

17-08 - THICKNESS

(a) Walls - 7/8".

17-08 - THICKNESS (Continued)

(b) Base - 7/8".

(c) Stools - 1¼".

17-09 - ANCHORS - DOWELS - ETC.

(a) Anchors shall be of brass or bronze not lighter than No. 8 B. & S. Gauge.

(b) Marble soffits shall be securely hung from the structural members.

17-10 - CUTTING AND FABRICATION

(a) Joints shall have close contact for the full thickness of marble, not over 1/16" wide and shall be plumb, square, true and dressed to a close fit with butted edges smooth.

(b) Cutting for work of other trades, for hardware, accessories, etc., shall be neatly done, and accurately cut to the correct size as required.

(c) External corners shall be quirk mitered joints.

(d) Window stools shall be 1½" wider than finished jambs. Project ½". Nosing slightly rounded. Stools to be one piece.

17-11 - SETTING AND ERECTION

(a) Anchors shall be set not more than 3'-0" o.c. vertically or horizontally along edge of each slab or piece, and in all cases of sufficient number to insure sound construction.

Each piece shall be anchored separately, and in no case shall any piece have less than 2 anchors.

(b) Wet foundation to receive marble before applying spots of plaster of Paris.

Bed and vertical joints shall be butted.

Backs shall be secured with spots and dowels, clamps and anchors. Both spots and anchors shall be provided so as to render marble secure. Dowels, clamps, and anchors shall be fitted in drilled seats in marble and spotted. Marble to be set with plaster of Paris.

Marble shall be set square, true, with face joint edges rubbed true and straight and even. All pointing shall be done with plaster of Paris.

17-12 - PROTECTION

(a) After erection, protect polished marble with a non-staining, easily removable material.

17-13 - CLEANING AND FINISHING

(a) When directed, carefully clean all marble work, repair, repoint, and recut all incomplete or damaged work, and finish and leave in a perfect condition.

TERRAZZO WORK

SECTION XVIII

18-01 - APPLICATION OF THE INSTRUCTIONS TO BIDDERS AND GENERAL CONDITIONS

(a) All of the work described herein is subject to the foregoing "Instructions to Bidders", "General Conditions" and "General Conditions (Supplementary)" which become a part of this specification and all work shall be carried on in accordance therewith.

18-02 - APPROVED OTHERS

(a) Where the specifications call for an article or material by name or manufacturer or by description, the character and quality desired are thus indicated. Where a certain manufacturer or vendor may make several grades and sizes of a desired article, it will be interpreted to mean that the article approved is that coming nearest the description and of no lesser size or capacity than stated in the description. The conditions governing approvals and the time limit for submission of written requests for approvals are stated in the "General Conditions (Supplementary)" article entitled "Approved Others", to which this Contractor must refer if substitution is desired.

18-03 - SCOPE

(a) This Contractor shall furnish all labor and material to complete terrazzo work shown on the drawings or herein specified.

18-04 - MATERIALS

(a) Portland cement shall be according to the Standard Specifications of the A.S.T.M., C 150-44, Type 1, latest edition.

(b) White Waterproof Portland Cement - Medusa - Atlas - Trinity or Calaveras.

(c) Division Strips - Manhattan, Type B-1/8" top, brass. Provide 3 - 1/2" wide bronzalum strips in front of each elevator at first floor.

(d) Colors - To be limeproof and non-fading. Medium red and black.

(e) Sand - Sharp - Coarse, clean, screened and free from deleterious material.

(f) Waterproof Felt - Waterproofed saturated felt reinforced with Sisal.

(g) Reinforcing Mesh - 4" x 4" zinc coated #13/13 wire.

(h) Marble Granules - No. 1 and No. 2 chips. Domestic marbles.

18-05 - WORKMANSHIP

(a) Cover the structural slab with a 1/4" bed of dry sand and on sand lay waterproof felt with sheets lapped 3".

(b) Lay mixture 2" thick of 1 part cement and 4 parts sand on waterproof felt and bring same to a level 5/8" below finish floor level.

(c) Install dividing strips into underbed while same is still semi-plastic.

(d) Topping - 100# of white Portland Cement to 200# of marble granules mixed dry. Add water to make mix plastic, but not too wet. Add color pigment. Pour mixture into spaces formed by strips and roll to a compact mass, using a heavy stone or metal roller, until all superfluous cement and water are extracted. Then hand trowel to an even surface flush with top of the strips. The finish shall show a minimum of 70% marble granule. Floor is to be kept moist during these operations and shall be cured at least six days.

(e) Machine rub floors with coarse carborundum grit stones when they have set hard. Next apply on the surface a light grouting of pure Portland cement, of the same kind and color as matrix, so as to fill all voids. This grout to remain until final cleaning.

(f) Allow at least 72 hours after floor has been grouted before removing the grouting coat by machines, using a stone not coarser than No. 80 grit. Wash thoroughly and leave in a condition acceptable to the Architect.

18-06 - SEALER

(a) After final grinding, all terrazzo floors are to have a heavy application of A. C. Horn "Hornlux" or approved equal sealer applied in accordance with the Manufacturer's specification.

18-07 - SAMPLES

(a) This Contractor shall before starting work submit samples for the Architect's approval. Samples shall be re-submitted until approved. All work shall match approved samples.

TILE (CERAMIC)

SECTION XIX

19-01 - APPLICATION OF THE INSTRUCTIONS TO BIDDERS AND GENERAL CONDITIONS

(a) All of the work described herein is subject to the foregoing "Instructions to Bidders", "General Conditions" and "General Conditions (Supplementary)" which become a part of this specification and all work shall be carried on in accordance therewith.

19-02 - APPROVED OTHERS

(a) Where the specifications call for an article or material by name or manufacturer or by description, the character and quality desired are thus indicated. Where a certain manufacturer or vendor may make several grades and sizes of a desired article, it will be interpreted to mean that the article approved is that coming nearest the description and of no lesser size or capacity than stated in the description. The conditions governing approvals and the time limit for submission of written requests for approvals are stated in the "General Conditions (Supplementary)" article entitled "Approved Others", to which this Contractor must refer if substitution is desired.

19-03 - SCOPE

(a) This Contractor shall furnish all labor and materials to complete all ceramic tile shown on the drawings or herein specified.

(b) Floor fill under the tile is specified under "Concrete and Cement Work".

19-04 - MATERIALS

(a) Floor Tile (Toilet Rooms-Vestibules) - 2" x 2" unglazed, vitreous, ceramic mosaic, color and pattern as selected, standard grade.
(Kitchen) - 6" x 6" x 3/4" red-vitreous quarry tile.
(Roof-Second Floor) - 6" x 6" x 3/4" red-vitreous quarry tile.

(b) Base (Kitchen) - 6" quarry tile - sanitary cove base.

(c) Walls (Kitchen) - 6" x 6" glazed interior ceramic tile, color as selected.

(d) Plinths - Tile to match base and receive wood trim.

(e) Portland Cement - Conform to A.S.T.M. Specification C 150, Type 1, latest edition.

(f) Hydrated Lime - Conform to A.S.T.M. Specification C 6-34 T, latest edition.

(g) Sand - Conform to A.S.T.M. Specification C 40, latest edition.

19-04 - MATERIALS (Continued)

(h) Expansion Joints - Kuhls "Elastic" expansion joint composition.

(i) Brass Dividing Strip 1/8" thick between concrete and tile floors.

19-05 - MORTAR MIXES

(a) Setting Bed - 1 part Portland Cement - 3½ parts sand.

(b) Scratch Coat - 1 part Portland Cement - 3 parts sand.

(c) Grouting Mortar - Neat white waterproof Portland Cement - colored as directed. Kitchen floor to be grout with acid resisting cement.

19-06 - INSTALLATION

(a) Floors:

1. Roughen and clean concrete fill slab and keep wet for 12 hours before laying tile. When ready to lay tile, sweep off excess water and brush neat cement grout over area to receive mortar setting bed.

2. Set screed strips as temporary guides and lay setting bed absolutely true and even in plane. Floor drains shall be set 1/8" below floor level and floor sloped to drain for 12" radius from center of drain.

3. As large an area as can be covered with tile before mortar has reached its initial set shall be placed in one operation.

4. Hand dust Portland Cement over the surface of mortar setting bed immediately preceding the setting of the tile. The tile shall be placed upon, and firmly pressed and beaten into the mortar until exactly true and even with the finish floor tiles. The sheets shall be laid to a straight edge at regular intervals. As soon as cement mortar beds have sufficiently set, the floor surface shall be washed with clean water and the joints between the tile grouted. Set floor tile with joints straight in both directions, joints in quarry tile shall be filled flush with A 1 to 2 mortar.

(b) Base and Walls:

1. Clean and moisten masonry backing and apply 1/2" thick scratch coat of mortar. While still plastic deeply scratch. Allow scratch coat to set for 24 hours before commencing to set tile.

2. Moisten scratch coat, apply mortar setting bed and float flush with the guide strip, trowel on a skim coat of neat Portland Cement and tamp tile in place. Set tile with vertical joints straight.

3. As soon as mortar bed has sufficiently hardened, wash tile with clean water prior to grouting.

19-06 - INSTALLATION (Continued)

4. The grout shall be forced into the joints by troweling or some suitable method, and finished flush and true. Special care shall be taken to prevent the scratching of the glaze. Remove all surplus grout and leave face of tile clean.

(c) Roof:

1. Quarry tile on Second Floor Roof shall be set on fill slab furnished by others. Provide expansion joints 20' o.c. and at intersection of roof and walls. Expansion joint to extend entirely through setting bed to fill slab.

2. Clean expansion joints and apply 2 coats of "Kuhls" elastic joint paint or until surface shows a gloss. Point joints with "Kuhls" Elastic Expansion Joint Composition, working material well into joint. Crown finish slightly.

19-07 - SOAKING BEFORE LAYING

(a) All tile except those mounted on paper shall be thoroughly soaked in clean water before being set.

19-08 - CLEANING

(a) After pointing has sufficiently set or hardened, all tile shall be thoroughly cleaned in an approved manner and maintained until completion of the building and acceptance of the work.

ASPHALT TILE

SECTION XX

20-01 - APPLICATION OF THE INSTRUCTIONS TO BIDDERS AND GENERAL CONDITIONS

(a) All of the work described herein is subject to the foregoing "Instructions to Bidders", "General Conditions" and "General Conditions (Supplementary)" which become a part of this specification and all work shall be carried on in accordance therewith.

20-02 - APPROVED OTHERS

(a) Where the specifications call for an article or material by name or manufacturer or by description, the character and quality desired are thus indicated. Where a certain manufacturer or vendor may make several grades and sizes of a desired article, it will be interpreted to mean that the article approved is that coming nearest the description and of no lesser size or capacity than stated in the description. The conditions governing approvals and the time limit for submission of written requests for approvals are stated in the "General Conditions (Supplementary)" article entitled "Approved Others", to which this Contractor must refer if substitution is desired.

20-03 - SCOPE

(a) This Contractor shall furnish all labor and materials required to complete all asphalt tile flooring and base shown on the drawing, on the "Schedule of Finishes" or herein specified.

20-04 - MATERIALS

(a) Tile shall be accurately cut to size with true, straight, square edges, flat and uniform in thickness. The color shall match approved samples and shall be uniform throughout. Tile shall be strong enough to stand the ordinary wear and tear, cleaning, and moving of furniture without damage or denting and they shall be self healing.

(b) Tile shall be made of non-fading mineral pigments, asbestos, asphalt, and other necessary fiber fillers and blending agents, all of which shall be inert.

(c) Asphalt tile shall be 3/16" thick - 9" x 9" marbleized, color group "C" as selected.

(d) Asphalt base shall be 1/8" thick - 6" high - set on coved type, black.

(e) Cement shall be water-resisting asphalt cement, as approved by the manufacturer of the tile.

(f) Primer shall be asphalt primer with a spreading capacity of 500 sq. ft. per gallon.

20-05 - INSTALLATION

(a) This Contractor shall lay the finished floor on a sub-floor of cement, which this Contractor shall inspect before starting work. He shall notify the Architect in writing of any defects in the sub-floor and shall not proceed until such defects have been corrected. Starting work shall imply acceptance by this Contractor of the underflooring.

(b) This Contractor shall fill all cracks, expansion joints, etc., with sparkle or joint filler.

(c) The sub-floor will be delivered to this Contractor broom clean and he shall clean sub-floor of grease or other dirt before proceeding.

(d) Apply one coat of primer to sub-floor. When this is dry, the cement shall be evenly and thinly troweled on, using not over 1 gallon to 75 sq. ft. of floor.

(e) Tiles shall be laid so as to insure good contact with close, even joints and with all finished surfaces in a true plane and smooth. Tile shall be laid square with axis of room, with width of border varying slightly to maintain full size tiles in field.

(f) Base shall be firmly cemented to wall. In and out angles shall be neatly formed and base shall be scribed accurately to trim at doors.

20-06 - CLEANING - WAXING AND POLISHING

(a) At completion all asphalt tile work shall be cleaned, and all cement, dirt, or other foreign substances removed.

(b) This Contractor shall apply two coats of wax, each of which shall be polished to produce a well polished finish.

20-07 - HEAT

(a) All areas where asphalt tile is to be installed shall be maintained at minimum temperature of 70° F. for at least 48 hours before and 48 hours after application has been completed. Contractor shall notify the General Contractor when heat is desired.

20-08 - ADJUSTMENTS

(a) The Contractor shall inspect and make necessary adjustments within 30 days of the time heat is supplied continuously in finish areas.

(b) All tile that has not "seated" in a level plane with surrounding tile shall have heat applied locally and shall be quickly rolled to the surrounding level of floor tile. All tile showing minor breaks and fractures shall be repaired with heat and quick rolling.

(c) All tiles showing broken corners or fractures lines entirely across their surface shall be warmed, carefully removed, and new tile of same color and thickness substituted.

ACOUSTICAL TREATMENT

SECTION XXI

21-01 - APPLICATION OF THE INSTRUCTIONS TO BIDDERS AND GENERAL CONDITIONS

(a) All of the work described herein is subject to the foregoing "Instructions to Bidders", "General Conditions" and "General Conditions (Supplementary)" which become a part of this specification and all work shall be carried on in accordance therewith.

21-02 - APPROVED OTHERS

(a) Where the specifications call for an article or material by name or manufacturer or by description, the character and quality desired are thus indicated. Where a certain manufacturer or vendor may make several grades and sizes of a desired article, it will be interpreted to mean that the article approved is that coming nearest the description and of no lesser size or capacity than stated in the description. The conditions governing approvals and the time limit for submission of written requests for approvals are stated in the "General Conditions (Supplementary)" article entitled "Approved Others", to which this Contractor must refer if substitution is desired.

21-03 - SCOPE

(a) This Contractor shall furnish all labor and material to complete all acoustical treatment called for in the "Finish Schedule" or herein specified.

21-04 - MATERIALS

(a) Acoustical material shall be a perforated type having a minimum noise reduction coefficient of .65 for type 1 mounting, painted on the exposed surface and bevels with washable paint.

Units shall be 12" x 12" x 5/8" or 3/4" thick.

The adhesive shall be of a type manufactured expressly for the purpose, shall not be water soluble, contain ingredients that react chemically with paint, or contain a solvent that has a stronger solvent action on an oil paint than naphtha, it shall contain no alcohol.

21-05 - INSTALLATION

(a) The installation shall be made by an applicator approved by the acoustical material manufacturer. Acoustical units shall be securely cemented in place to the plaster ceiling with 5 spots of adhesive approximately 2" diameter. Tile shall be laid in a square pattern with edges in alignment. Border units shall be scribed neatly to the wall. Tile shall be symmetrically placed in a true plane and centered on electric and ventilating outlets.

PAINTING

SECTION XXII

22-01 - APPLICATION OF THE INSTRUCTIONS TO BIDDERS AND GENERAL CONDITIONS

(a) All of the work described herein is subject to the foregoing "Instructions to Bidders", "General Conditions" and "General Conditions (Supplementary)" which become a part of this specification and all work shall be carried on in accordance therewith.

22-02 - APPROVED OTHERS

(a) Where the specifications call for an article or material by name or manufacturer or by description, the character and quality desired are thus indicated. Where a certain manufacturer or vendor may make several grades and sizes of a desired article, it will be interpreted to mean that the article approved is that coming nearest the description and of no lesser size or capacity than stated in the description. The conditions governing approvals and the time limit for submission of written requests for approvals are stated in the "General Conditions (Supplementary)" article entitled "Approved Others", to which this Contractor must refer if substitution is desired.

22-03 - SCOPE

(a) This Contractor shall furnish all labor and materials to complete all painting as called for on the "Finish Schedule" or herein specified, as follows:

1. Interior Painting

a.	Steel Heating Convectors-Exhaust Grilles-Plumbing-Heating & Electric Cabinets-Metal Railings	2 coats.
b.	Concrete Floors	3 coats.
c.	Heating Equipment	2 coats.
d.	Exposed Piping	2 coats.
e.	Covered Pipes	2 coats.
f.	Plaster Walls	3 coats.
g.	Plaster Ceilings	3 coats.
h.	Basement Storage & Work Rooms	2 coats.
i.	Woodwork-Doors-Trim-Counters-Partitions, etc.	Stained and Varnished.

j. Lettering - 1½" high - XX Gold Leaf outlined in black:

Men's & Women's Toilet Room and Stair Hall Doors. Office door numbers. Allow for 550 numbers.

22-03 - SCOPE (Continued)

(b) Work Excluded:

a. Hollow metal doors-jambs & trim.
b. Toilet compartments.
c. Steel partitions.
d. Acoustical tile except kitchen and lunch room.

22-04 - MATERIALS

(a) The following materials shall conform to the Standard Specifications of the A.S.T.M.:

1. White Lead - D 81, Latest Edition
2. Linseed Oil (Raw) - D234, " "
3. Linseed Oil (Boiled) - D260, " "
4. Turpentine - D 13, " "
5. Zinc Oxide - D 79, " "
6. Putty - D317, " "

(b) Pigments for Tinting

1. Tinting colors for oil paint shall be colors-in-oil, ground in pure linseed oil, and of the highest grade obtainable.

(c) Shellac

1. Shellac shall be pure white gum cut in pure denatured alcohol.

(d) Stain

1. Oil stain.

(e) Wood Fillers

1. Wood fillers shall be paste type fillers selected to match color of the stain to be used, not tinted with stain on job.

(f) Varnish

1. Fuller's Speedite Gloss.
2. Fuller's Speedflat.

(g) Drier

1. Japan drier.

(h) Enamel

1. Fuller - "Silkenwhite".
2. Pittsburgh - "Architectural Enamel".
3. Dutch Boy - Gloss Enamel.

22-05 - PAINTING PLASTER (Stippled finish) - Offices-Corridors-Rest Rooms-Lunch Room & Manager's Office-Walls-Stair Hall Walls & Ceiling.

(a) First Coat - Wall size and primer.

(b) Second Coat - 100# Pure carbonate of lead - 1 3/4 gallons flatting oil - 2 gallons wall primer.

(c) Third Coat - 100# Pure carbonate of lead - 1 3/4 gallons flatting oil.

(d) Before the last coat of paint has set the wet surface shall be tamped with a wall stippling brush to produce a uniform pebbly surface and eliminate all brush marks and surface blemishes.

22-06 - PAINTING PLASTER (Enameled Finish) - Toilet Rooms-Vestibules-Janitors' Closets & Kitchen Ceilings. Stair Hall Wainscote. 4'-0" High. 1" line at top.

(a) First Coat - Wall size and primer.

(b) Second Coat - 1/2 Wall seal and 1/2 enamel.

(c) Third Coat - Straight enamel.

22-07 - PAINTING PLASTER & CONCRETE (Oil Base Mill White)-Basement Storage Rooms-Basement Work Rooms-Mechanical Equipment Rooms.

(a) 2 coats sprayed on.

22-08 - PAINTING INTERIOR METAL WORK & HEATING EQUIPMENT

(a) Priming coat by others.

(b) Second Coat - 1/2 enamel undercoater - 1/2 enamel.

(c) Third Coat - Straight eggshell enamel as it comes from the container.

22-09 - STAINING INTERIOR WOODWORK

(a) 1 Coat of oil stain.

(b) 1 Coat of paste wood filler, colored to match stain, well rubbed in across grain.

(c) 1 Coat of white shellac.

(d) 1 Coat of Fuller's "Speedite" gloss varnish.

(e) 1 Coat of Fuller's "Speedflat" varnish.

Putty all nail holes after third coat. Sand with 00 sandpaper between coats and clean thoroughly. Allow 24 to 48 hours between coats for drying.

22-09 - STAINING INTERIOR WOODWORK (Continued)

(f) The interior of all cupboards and drawers, shelves, etc., shall be stained and varnish 1 coat.

22-10 - PIPE COVERING

(a) Size.

(b) Paint 1 coat of oil base mill white.

22-11 - CONCRETE FLOORS

(a) Prime with interior concrete floor paint.

(b) Paint 2 coats of "Ramuc" rubber based enamel paint.

22-12 - LETTERING

(a) Toilet rooms shall be lettered "MEN" - "WOMEN" - Stairway doors shall be lettered "STAIRS" on corridor side. On inside of stairhall letter numeral designating floor.

(b) Office Doors will be numbered as directed.

22-13 - PREPARATION OF SURFACES

(a) All spaces shall be broom clean before painting is started, and all surfaces to be painted shall be dry.

(b) Temperature of spaces in building where painting is being done or where it is drying shall be maintained above 50°.

(c) Before painting, all dust, dirt, plaster, grease, and other extraneous matter which would affect the finished work shall be removed. Foreign matter on surfaces, left by other trades, will be removed by others.

(d) All woodwork shall be sanded lightly with #00 sandpaper between all coats.

22-14 - WORKMANSHIP

(a) All work shall be done by skilled mechanics in a workmanlike manner. All material shall be evenly applied so as to be free from sags, runs, crawls, or other defects. All coats shall be of the proper consistency and well brushed out so as to show the minimum of brush marks, except varnish or enamel which shall be uniformly flowed on. All brushes shall be clean and in good condition.

(b) No work shall be done under conditions that are unsuitable for the production of good results. No painting of woodwork shall be done while plastering is in process or is drying.

(c) All coats shall be thoroughly dry before succeeding coat is applied.

22-14 - WORKMANSHIP (Continued)

(d) All finishes shall be uniform as to sheen, color and texture.

22-15 - SAMPLES

(a) Before ordering materials, samples of each and every type of finish and color shall be approved by the Architect and, when finally approved, three samples shall be delivered. Final work shall match these samples.

(b) Samples shall be 8½" x 11" and painted on wood when finish is to be on wood,and on wallboard when finish is to be on plaster.

22-16 - CLEANING UP

(a) Upon completion, the Painting Contractor shall remove from the building all materials and debris created by him, and leave his part of the work in a clean and finished condition acceptable to the Architect.

ELEVATORS & DUMBWAITER

SECTION XXVI

26-01 - GENERAL

These specifications are intended to cover the complete installation of 2 passenger elevators in a first class workmanlike manner; and to include all work and materials in accordance with the drawings and as specified. The work shall comply with the requirements of the National Electric Code and shall be done in accordance with the Oregon State Code for Elevators.

All paragraphs apply equally to all elevators unless otherwise noted.

26-02 - GENERAL CONDITIONS

The work included under this specification is subject to the "General Conditions" preceding these specifications, and this Contractor shall be responsible for and governed by all of the requirements thereunder.

26-03 - DRAWINGS

Before beginning work, the Elevator Contractor shall prepare drawings necessary to show the general arrangement of the elevator equipment. These drawings must be properly approved before installation of the elevators.

26-04 - PERMITS, INSPECTIONS AND TESTS

The Elevator Contractor shall obtain and pay for necessary Municipal or State inspection and permit required, also make such tests as called for by the regulations of such authorities. These tests shall be made in the presence of the authorized representative of such authority.

26-05 - PAINTING

The Elevator Contractor shall paint all exposed metal work furnished under these Specifications, except as otherwise specified, a plain color after installation.

26-06 - GUARANTEE

The Elevator Contractor shall guarantee that the materials and workmanship of the apparatus installed by him under these specifications shall be first class in every respect; and that he will make good any defects, not due to ordinary wear and tear or to improper use, which may develop within one year from date of completion of the equipment.

26-07 - MAINTENANCE

The Elevator Contractor shall furnish maintenance and callback service of the equipment provided by him, for a period of three months after completion of his work. This service shall include regular examina-

26-07 - MAINTENANCE (Continued)

tions of the installation by competent and trained employees of this Contractor; and shall include all necessary adjustments, greasing, oiling, cleaning, supplies and parts to keep the equipment in perfect operation; except such parts made necessary by misuse, accidents or negligence not caused by this Contractor.

26-08 - SIZE AND CAPACITY

Each car platform shall be about 7'-0" x 6'-2".

Capacity: 3500 lbs. exclusive of complete cars, cables and ropes.

Speed: 300 feet per minute.

Travel: From basement floor to 5th floor, a distance of about 65'-0" serving six landings and six openings.

26-09 - WORK NOT INCLUDED IN ELEVATOR CONTRACT

Preparatory work in connection with the elevator installation shall be done by others and is to include the following for each elevator and dumbwaiter.

(a) Prepare legal hoistway properly framed and enclosed with suitable pit of proper depth. Furnish machine room and penthouse properly lighted and ventilated, including floors, access doors, ladders and guard rails as required. Furnish in place all supports for guide rail brackets, supports for elevator machine and sheave beams close to limits of hoistway, all as required and located in accordance with drawings.

(b) Provide electric feed wires including manually operated main line fused switch, or circuit breaker in machine room. The electric feeders are to be brought to the terminals of the elevator control panel. Provide suitable outlet near center of hatch for car lights; and machine room outlet for elevator signal equipment. Furnish electric power for testing and adjusting the elevator equipment. Power shall be available so that testing and adjusting can be completed in time to meet the contract requirements. Where temporary operation of equipment is desired necessary electric power shall be provided.

(c) Do all cutting and patching of beams, walls and masonry work required, including repairs to plaster; provide all chases and openings in walls or wall facing as required by the Elevator Contractor and shown in his drawings; do all painting of work other than that installed under this specification.

26-10 - POWER SUPPLY

The power supply for the elevator apparatus will be 220 volts, 3 phase, 60 cycles, alternating current.

26-10 - POWER SUPPLY (Continued)

The lighting supply will be 110 volts, 60 cycles, alternating current.

26-11 - MACHINE

The machine shall be the single wrap worm gear traction type with motor, brake, gearing and driving sheave mounted in accurate alignment on a cast iron or steel bedplate. The worm shall be steel, integral with the worm shaft and provided with an adjustable self-aligning ball bearing thrust designed to take the end thrust of the worm in both directions. Thrusts shall be removable without dismantling the machine. The worm gear shall be hobbed from a bronze ring, accurately fitted and bolted to the gear spider. Bearings shall be of anti-friction metal or roller bearings and equipped with suitable means for lubrication. The brake shall be Direct Current, spring applied, electrically released and designed to be applied instantaneously and automatically in the event that the power supply is interrupted for any cause.

26-12 - MOTOR

The motor shall be of the Direct Current reversible type especially designed for elevator service, wound for variable voltage operation.

26-13 - VARIABLE VOLTAGE CONTROL

Variable voltage control shall be effected by means of a uniformly varying D. C. voltage applied to the elevator motor. An individual motor generator set of compact design with bearings of ample size shall be provided for each elevator. This set shall be mounted on a cast iron or steel bedplate, properly aligned and balanced to eliminate vibration. The generator set shall comply with the A.I.E.E. Standards for continuous running under full load with a 50 degree C. temperature rise. If an exciter is required, it may be either an integral part of the main generator set or an independent unit. The motor generator sets shall have separate fields for self-leveling and shall be isolated from the machine room floor by suitable rubber isolation pads.

26-14 - CONTROLLER

The controller shall be the electro-magnetic type with an ebony asbestos or slate panel supported by an angle iron frame and with approved type switches, all designed for variable voltage control and to provide the operation as specified herein. The starting device for the generator set may be integral with the controller or separate. The controller shall be designed to open the power circuit automatically, apply the brake and bring the car to rest if any of the safety devices function or if the main power supply fails for any cause. All wiring on the controller shall be done on the back of the board in the factory and shall present a neat appearance. All contacts shall be the self-wiping, non-sticking type. Overload relays shall be provided.

An automatic remote control starter panel shall be provided for the motor generator set. This panel shall contain necessary switches and overload protection devices.

26-15 - AUTOMATIC SELF-LEVELING

The elevator shall be provided with a self-leveling feature that will automatically bring the car to the floor landings. This self-leveling shall, within its zone, be entirely automatic and independent of the operating device, and shall automatically correct overtravel as well as undertravel of the car at each landing. Leveling shall be accomplished regardless of load or speed and shall correct for stretch of cables. Stopping accuracy shall not exceed plus or minus 1/2".

26-16 - MACHINE AND CONTROLLER LOCATION

The machine and controller shall be placed directly over the hoistway, mounted on structural steel beams or channels furnished in place, with any necessary bearing plates, by the Elevator Contractor. These beams or channels shall be securely fastened to supports which will be provided by others.

26-17 - SOUND REDUCING

The Elevator Contractor shall provide necessary sound reducing materials, preferably rubber pads of proper density, to effectively isolate the machine from the machine beams or flooring.

26-18 - GUIDE RAILS

Guide rails for car and counterweight shall consist of planed steel tees, erected plumb, and securely fastened to the hoistway framing by heavy steel brackets. Guide rails for the car shall have a section of not less than 15 pounds per lineal foot; and those for the counterweight shall have a section of not less than 8 pounds per lineal foot. The ends of all guides shall be tongued and grooved, forming matched joints and connected with steel splice plates.

26-19 - BEAMS AND SHEAVES

Necessary steel overhead beams and sheaves shall be provided as required. The beams shall have a safety factor not less than that required by the Oregon State Code.

All sheaves including the governor sheave shall have smoothly machined grooves and flanges free from cracks, sandholes and other imperfections. Sheave diameters shall be not less than 40 times the diameter of the cable used.

26-20 - ROPES

Traction steel cables consisting of not less than six strands woven around a hemp center shall be provided. The size and number shall insure proper wearing qualities and shall provide as a minimum the safety factor required by the Oregon State Code. Governor ropes shall be 8 x 19 flexible steel.

26-21 - WIRING

The Elevator Contractor shall furnish and install complete all necessary insulated wiring to connect all parts of the equipment. All wire and traveling cables shall have a flame retarding and moisture resisting outer cover and shall be run in metal conduit, metallic tubing, wire ducts or raceways. Traveling cables shall be flexible and suitably suspended so that there is no strain on the individual conductors.

All material and work shall, as a minimum, comply with the requirements of the National Electric Code.

26-22 - AUTOMATIC TERMINAL STOPS

The elevator shall be equipped with an automatic stopping device, arranged to bring the car to a stop at the terminal landings independent of the regular operating device in the car. Final limit switches shall be provided in the hoistway, operated by the car and arranged to stop the car and prevent normal operation, should it travel beyond the zone of the normal stopping device.

26-23 - GUARDS

Miscellaneous guards shall be provided as required by the Oregon State Code for Elevators.

26-24 - CAR FRAME, SAFETY & GOVERNOR

The car frame shall consist of steel channels and shapes securely riveted, bolted or welded and designed to relieve the car enclosure of all strains.

A gradual stopping safety device complying with the requirements of the Oregon State Code for Elevators shall be mounted on the bottom members of the car frame. The safety device shall be arranged to bring the car to a stop in the event of excessive descending speed and shall be operated by a centrifugal governor located over the hoistway. Provisions shall be included to shut off the power supply to the elevator motor whenever the safety sets.

Provision shall be made to permit resetting the safety device without the necessity of using special tools or obtaining access to the underside of the car platform.

26-25 - COUNTERWEIGHTS

The elevator shall be suitably counterbalanced for smooth and economical operation. Cast iron weights shall be contained in a structural steel frame properly guided with guide shoes of the same type as those provided for the car frame. The counterweight shall be equal to the weight of the complete elevator car and about 40% of the specified capacity load.

26-26 - CAR PLATFORM

The car platform shall consist of a structural steel frame, filled with two layers of wood flooring. The top wood flooring shall consist of T & G yellow pine, not less than 25/32" thick. The underside of the car platform shall be covered with sheet steel. Metal threshold plates with machined grooves if required shall be provided. The platform shall be mounted on rubber pads supported on an auxiliary steel frame fastened to the car frame. This arrangement shall form an isolating cushion between the car and steel car frame.

Rubber tile floor covering not less than 1/4" thick, of approved design, color and quality shall be laid on 1/16" thick asphalt felt, all securely cemented to the top wood flooring.

26-27 - BUFFERS

Suitable oil buffers shall be provided for car and counterweights. Buffers for the car shall be spring return, and for the counterweights shall be gravity return. Pipe struts and steadiers for buffers shall be provided if required.

26-28 - ROLLER GUIDES

Car and counterweights shall be equipped with roller guides of approved design. These guides shall be mounted on the top and bottom of car frame and counterweight frame. Each roller guide shall consist of a set of three rubber tired wheels to run on the three finished rail surfaces. The wheels shall be equipped with ball bearings and shall be held in contact with the rail surfaces by adjustable springs. Roller guides shall run on dry unlubricated guide rails.

26-29 - COUNTERWEIGHT SCREENS

Furnish and install substantial metal counterweight screen guard of required length at the bottom of the hoistway.

26-30 - OPERATION AND CONTROL

The operation shall be signal control. The operating device shall consist of an operating panel mounted flush in the car enclosure, and shall contain a starting lever, a series of pushbuttons to correspond to landings served, and the various additional switches including emergency stop, non-stop, reversal, light, and key operated motor-generator starting switch and pilot light. One riser of hall pushbuttons shall be provided with "up" - "down" buttons at the intermediate landings and single buttons at the terminal landings.

The operation shall be as follows:

The attendant presses the buttons in the car operating panel corresponding to the floors requested by the passengers. He then moves the switch handle to the start position, which when the interlock circuit is closed, shall cause the car to start automatically and accelerate to full speed. The car shall slow down and stop automatically level at the desired

26-30 - OPERATION AND CONTROL (Continued)

floors, irrespective of the position of the switch handle; and the stops shall be made in sequence and irrespective of the order in which the car buttons or hall buttons are pressed. The car shall automatically stop level at the floor landings in the same manner in response to the pressing of the corresponding hall buttons. The first car approaching the floor in the desired direction shall cause a directional signal light, at the floor landing, to indicate to the waiting passenger, well in advance of its arrival, and it shall automatically stop at that floor. The signal light shall be extinguished when the car leaves the floor.

The non-stop switch when held in the "on" position shall cause the car to pass the landing calls, but these calls shall remain registered for the next approaching car to answer. The non-stop switch shall not effect the stopping of the car in answer to the car button calls.

The reversal switch shall permit the reversal of the car anywhere in the hoistway without making a full trip, if such is desired. The car shall be arranged to stop immediately, independent of the normal stopping mechanism, when the emergency stop switch is operated.

The control shall be so arranged that the cars will not invariably make a complete round trip in the hoistway, but shall reverse automatically at the landings corresponding to the highest registered call of either the car or landing buttons. When the car approaches the highest call landing the proper hall signal lamp shall indicate the direction that the car will next travel. Each car operating box shall contain a pilot light, which when illuminated shall indicate that unanswered calls are registered above the car. This pilot light shall be automatically extinguished as soon as calls above the car have been answered.

Each hall pushbutton plate shall be provided with direction arrow light jewels, arranged so when a button is pressed the corresponding arrow shall illuminate to indicate the direction of the call which was registered.

The controllers shall be interconnected so that the proper car will respond to the various landing calls by automatic selection, and shall maintain systematic spacing of the cars to minimize delays.

Car #1 shall be arranged for optional automatic operation without attendant. For this purpose, the car operating panel shall be provided with a key operated switch, an alarm button and a door open button. When the key switch is turned to the operative position, the control of the elevator shall be automatic on its car buttons and the regular landing buttons. The other car shall be disconnected from the landing buttons.

When on automatic operation, a home landing is to be established at the main floor where the car shall automatically return and remain when no calls are registered. The car shall park at the ground floor with its doors closed. The pressure of the ground floor landing button shall cause the doors to open.

26-30 - OPERATION AND CONTROL (Continued)

The car shall be arranged to respond to the momentary pressure of car and landing buttons and shall answer all car and "up" calls during its up trip; and similarly car and "down" calls during its down trip. The doors shall be arranged to open and close automatically at each stop, and the closing speed of the doors limited to a speed of about 1 foot per second. The doors shall remain open at each stop for a predetermined time interval before they again close. The pressure of a landing button at the floor where car is standing will reopen the doors.

When the car is on automatic operation, the motor-generator set shall stop automatically after a predetermined time when the car has returned to its home landing, provided no other calls are registered. The pressure of a car or hall button shall again initiate the starting of the motor-generator set, and continue running as long as there are calls registered.

The car doors shall be provided with a protective device extending the full height and projecting beyond the front edge of the doors. This device shall be so arranged that should it touch a person or any obstruction in its path, while the car doors are closing, it shall automatically cause both the car doors and the hoistway doors to return to the open position. The doors shall remain open until the expiration of a time interval and then close automatically. The pressing of a car button, once the doors are fully open, shall cause the doors to close immediately.

26-31 - CAR AND HOISTWAY DOOR OPERATORS

Doors on the car and each hoistway landing shall be equipped with high speed electric operators, which shall open and close the car doors and the hoistway doors at any landing simultaneously, and shall be capable of opening or closing speed of three feet per second without slam or shock. Electric power shall be used for the opening and spring power for the closing of the doors. All door operating levers shall be constructed of steel members and their pivot points shall have ball or roller bearings. Both the door opening and closing motion shall be cushioned by adjustable liquid checks, permitting individual adjustment for each landing door.

Each hoistway door shall be equipped with a positive electromechanical interlock and latching device so that the elevator can be operated only after the interlock circuit is established. The latching device shall permit the starting of the car when the hoistway doors are within about 4" of the fully closed position, but prevent reopening of the doors from the landing side within this position. The doors shall continue to the fully closed and locked position. The apparatus shall be so arranged, that in case of interruption or failure of electric power from any cause, the doors can be readily operated by hand from within the car. Emergency devices and keys for opening the doors from the landing shall be provided as required by the local codes.

The doors shall open automatically while the elevator is leveling at the respective landing. They shall be closed by the movement of the operating device to the "on" position. During the closing motion, it shall be possible to quickly reverse and again open the doors by a movement of the operating lever.

26-32 - CAR ENCLOSURES

The cars shall be of metal construction, essentially similar to Otis Design #154 and including:

Lighting: Indirect Fluorescent across entire front of car.

Ventilation: Single speed blower with plenum chamber. Continuous vent openings at ceiling and under light trough. Perforations in base.

Colors: Three tone solid colors. Ceiling vent moulding in natural bronze.

Handrail: Of bronze, on two sides and rear and continuous at corners.

Heater: Flush, built in, 1000 watt unit of approved design.

Car seat: Folding seat with all exposed metal parts of natural bronze.

Entrance columns: With curved profile and in natural bronze.

Hooks and Protective Pad (each car).

26-33 - CAR DOORS

The car entrance shall be provided with center opening doors with flush surfaces. Panel rigidity shall be obtained by suitable steel reinforcement. The car side surface of doors shall be of the same material and finish as the interior of the car. Doors shall be hung on rubber tired sheave hangers, with sheaves not less than 3 1/4" diameter running on a polished steel track, and guided at the bottom by non-metallic shoes sliding in a smooth threshold groove.

26-34 - CAR POSITION INDICATOR

An electric position indicator of approved design shall be provided in each elevator car. Indicator shall consist of a finished face plate with glass numerals behind each of which will be a small shielded light bulb, so arranged that as the car travels through the hoistway, its position shall be indicated by the illumination of the numeral corresponding to the landing at which the car is stopped or passing.

26-35 - HALL LANTERNS

Furnish and install Up and Down waiting passenger lanterns with single stroke gongs at intermediate landings except main floor and single lanterns with single stroke gongs at terminal landings, a total of 10 openings, similar to Otis #6591A.

As soon as a car has reached a predetermined distance from the floor, and is going to stop at that floor, the corresponding hall lantern will be illuminated and the gong will sound whether the hall button has been pressed or not, the hall lantern will remain illuminated until the

26-35 - HALL LANTERNS (Continued)

car has left the landing. Should a car, in making a floor stop, overtravel a short distance, the hall lantern for that floor shall remain illuminated, indicating the original direction of travel of the car.

26-36 - HALL POSITION INDICATORS

An electric position indicator of approved design shall be provided over the elevator doors on the main floor of each elevator. Indicator shall consist of a finished face plate with numerals behind each of which will be a small shielded light bulb, so arranged that as the car travels through the hoistway, its position will be indicated by the illumination of the numeral corresponding to the landing at which the car is stopped or passing, thus indicating the position of the car in the hoistway at all times. Similar to Otis #6770A, combination hall lantern and position indicator.

26-37 - DOOR HANGERS AND TRACKS

Furnish and install for each hoistway sliding door, sheave type two point suspension hangers and tracks complete. Sheaves shall be hardened steel, ground and not less than 3 1/4" diameter with large ball bearings properly sealed to retain grease lubrication, and shall be mounted on steel housings, arranged for attaching to the doors by two cap screws. Hangers shall be equipped with ball bearing adjustable rollers to take the upthrust of the doors. Tracks shall be cold drawn steel of heavy section with surfaces shaped to conform to the tread of the hanger sheaves and rollers.

Suitable means shall be used to transmit motion from one door panel to the other.

26-38 - HOLLOW METAL ELEVATOR ENTRANCES

(a) Basement & Upper Floor:

The Elevator Contractor shall furnish and install at each entrance to each elevator, with the exception of the first floor, a total of ten, a complete center-opening, hollow metal entrance, consisting of rough bucks, frames, doors, sills, facia plates, sight guards, half length strut or closer angles, hanger headers, hanger cover plates, with hardware, accessories and finish as detailed. Clear openings shall be about 3' 6" wide by 7'0" high.

All materials, workmanship and finish shall conform with the highest standards of the hollow metal industry. Doors and frames shall be fabricated from furniture steel free from scale and pit marks. All necessary cutouts and reinforcements for hardware and operating devices shall be made in the manufacturer's factory before the finish is applied.

All work shall be smooth, free from warping or buckling, clean cut, straight and true. Miters shall be neat and in alignment. No weld marks shall show and exposed welded joints shall be ground flush before the finish is applied.

26-38 - HOLLOW METAL ELEVATOR ENTRANCES (Continued)

Finished frames shall be unit type not less than 14 U.S. gauge furniture steel with curved profile and detachable sight guards 5" wide.

There shall be two 3" x 3" x 5/16" angles per floor extending from the sills to the head of opening above, fastened rigidly top and bottom.

Hangers headers shall be formed of 3-16" thick steel, rigidly secured to these angles to provide support for the frames, hangers, and doors.

Sills at all 5 floors shall be cast iron, one piece castings extending to the hatch side of the jambs and provided with accurately machined grooves. Sills shall be fastened with heavy steel brackets and grouted in place, if necessary.

Doors shall be the flush slab type, made of not less than 18 U.S. gauge furniture steel, properly braced to form a rigid unit. Doors shall be square, flat and true, free from warp or twist with all joints welded full length. Doors shall be filled with approved insulating material and reinforced for hangers, door operators, and hardware. The bottom of each door panel shall be provided with two laminated phenolithic canvas guides, readily removable without the necessity of removing the door or dismantling the door devices.

Finish shall be baked enamel in accordance with the highest standards of the hollow metal industry. All surfaces shall be thoroughly cleaned and coated with rust inhibiting paint before fabrication and with sufficient coats of mineral filler baked on and sanded to insure an absolutely smooth surface. The final finish shall be solid color baked enamel, as selected.

Hanger covers shall be made of No. 14 U. S. gauge furniture steel, and shall be so constructed as to permit access for servicing hangers.

The facia plates shall be made of No. 14 U.S. gauge steel and shall extend from top of hanger to sill above. Facia plates shall be properly reinforced and shall be designed to conform to details shown on the plans. Provide all necessary supports required to secure facia plates in place.

The doors for each entrance shall be hung on sheave type 2 point suspension hangers with sealed ball bearings not less than 3-1/4" in diameter. Tracks shall be ground and hangers shall be provided with ball bearing up thrusts. Doors must be smooth and quiet in operation.

(b) First Floor Passenger Elevator Entrances:

The elevator Contractor shall also furnish and install two additional entrances at the first floor, these to be similar to the other entrances, except that -

26-38 - HOLLOW METAL ELEVATOR ENTRANCES (Continued)

Doors shall have a bronze facing, with ornamentation as shown on the plans.

Frames shall be of bronze.

Sills shall be of Bronzalun.

PLUNGER ELECTRIC SIDEWALK ELEVATOR

26-30 - WORK NOT INCLUDED IN ELEVATOR CONTRACT

Preparatory work in connection with the loading platform elevator installation shall be done by others and is to include the following:

(a) Prepare legal hoistway properly framed and enclosed, with suitable pit of proper depth; furnish machine room properly lighted and ventilated; supports for guide rail brackets close to limits of hoistway, and adequate supports for the cylinder; all in accordance with drawings furnished by the Elevator Contractor.

(b) Provide electric feed wires to the terminals of the elevator control panel including manually operated main line fused switch in machine room. Furnish electric power and water for testing and adjusting the elevator equipment. Power shall be available so that testing and adjusting can be completed in time to meet the contract requirements. When temporary operation of equipment is desired, necessary electric power shall be provided.

(c) Do all cutting and patching of beams, walls and masonry work required, including repairs to plaster; provide all chases and openings in walls or wall facing as required by the Elevator Contractor and shown in his drawings; do all painting of work other than that installed under this specification.

(d) Provide sidewalk doors and screens.

(e) Provide a water supply pipe (and drain) to the reservoir tank.

(f) Provide concrete foundation for pumping plant and cylinder head.

26-40 - SCOPE OF WORK

The work covered by this specification shall consist of furnishing and installing elevator equipment complete as described below with all elevator apparatus, material and work required to make the elevator installation complete and operative when current is supplied to the control equipment, excepting only such material and work definitely indicated in this specification as not included.

26-40 - SCOPE OF WORK (Continued)

In all cases where a device or a part of the equipment is herein referred to in the singular number it is intended that such reference shall apply to as many such devices as are required to complete the installation.

26-41 - WORK INCLUDED

One plunger electric sidewalk elevator.

26-42 - PLATFORM SIZE

6'-0" x 6'-0".

26-43 - CAPACITY AND SPEED

2000 lbs. at 35 F.P.M.

26-44 - TRAVEL, STOPS & OPENINGS

About 13'-0"; 2 stops -basement and loading platform.

26-45 - TYPE OF CONTROL

Handrope and chain.

26-46 - POWER SUPPLY

The power supply for the elevator apparatus will be 220 volts, 3 phase, 60 cycles, alternating current.

26-47 - PLUNGER AND CYLINDER

A plunger and cylinder of adequate size shall be mounted beneath the center of the elevator platform. The plunger shall be constructed of selected steel tubing perfectly straight and turned true and smooth and shall be fastened to the elevator platform supporting beams by suitable structural construction as approved. The plunger must be of adequate strength to support the loaded car without deflection or distortion.

The cylinder shall be constructed of standard steel pipe and of sufficient thickness to withstand a test pressure of 400 lbs. per square inch. It shall be provided with a properly designed stuffing box screwed to the cylinder and provided with approved packing, necessary gland, and outlet for the pressure pipe from the pump. All plugs and couplings shall be watertight.

The plunger and cylinder shall be installed perfectly plumb and must operate freely with a minimum friction.

26-48 - WELL FOR CYLINDER

The well for the cylinder shall be sunk into the ground by the Elevator Contractor. He shall base his bid upon heavy gravel excavation. Others than the Elevator Contractor shall furnish the necessary power and water required for the drilling.

26-49 - PUMPING PLANT AND PIPING

A vertical pumping plant installed in a steel storage tank shall be provided. The tank shall have at least 15% reserve capacity. The motor shall be the squirrel cage alternating current type, specially wound and designed for the service requirements, with high torque, low starting current and low slip. The motor shall be direct connected to the pump and the entire assembly provided with necessary ball type thrust bearings. The entire unit shall be of high efficiency, quiet in operation, and free from vibration.

The fluid used shall be pumped from the tank into the cylinder on the UP trip and shall return into the tank on the DOWN trip. All necessary standard black piping of adequate size shall be provided between the pumping plant, operating valve, and cylinder, assembled complete with necessary check valves, gate valves, unions, elbows, etc.

The pumping plant will be located on the basement floor immediately adjacent to the hoistway.

26-50 - OPERATING VALVE - LEVER TYPE

A 2-inch or larger lever operated valve shall be furnished. The lever shall be directly connected to the operating hand line in the hoistway and arranged to open and close the valve by means of a traveling stem within a bronze liner. Leather or composition cups shall be provided on the stem to shut the water off gradually by means of graduated openings in the liner to produce smooth and gradual stops of the elevator in both directions. The valve shall be provided with a contact which will start and stop the pump in the UP direction.

26-51 - CONTROLLER

An electro magnetic starting switch shall be provided to start the pump. Thermal overload relays shall be included. The controller shall be enclosed in a metal box and mounted either on the pump motor or independently.

26-52 - METHOD OF OPERATION

Hand Rope Control shall be provided consisting of a flexible steel hand rope in the hoistway serving the basement opening to the elevator. The rope shall be the flexible tiller type, including necessary idler sheaves, and stop balls. A chain extending thru the platform and connected to the hand rope will permit operation from the platform at the loading platform.

26-53 - WIRING

The Elevator Contractor shall furnish and install complete all necessary insulated wiring to connect all parts of the equipment. All material and work shall, as a minimum, comply with the requirements of the National Electric Code.

26-54 - GUARDS

Miscellaneous guards shall be provided as required by the governing code.

26-55 - CAR PLATFORM

The car platform shall consist of a heavy structural frame securely riveted, bolted, welded or tied together. Steel or timber intermediate stringers as required by the capacity shall be provided. Steel thresholds shall be furnished at entrances and necessary flooring of approved thickness, securely nailed to wood stringers, shall be provided. The finished flooring shall be not less than 25/32-inch thick clear tongue and groove maple. The car platform will be provided with substantial bow-iron.

26-56 - GUIDE RAILS

Guide rails for the car shall consist of planed steel tees erected plumb and securely fastened to the hoistway framing by heavy steel brackets, and having a section of not less than 16 lbs. per lineal foot. The ends of the guides shall be tongued and grooved forming matched joints, connected with steel splice plates. Rails, brackets, and guide backing shall be installed in compliance with the requirements of the governing code.

26-57 - MAINTENANCE

The Elevator Contractor shall furnish maintenance and call back service of the equipment provided by him, for a period of three months after completion of his work. This service shall include regular examinations of the installation by competent and trained employees of this Contractor; and shall include all necessary adjustments, greasing, oiling, cleaning, supplies and parts to keep the equipment in perfect operation; except such parts made necessary by misuse, accidents or negligence not caused by this Contractor.

DUMBWAITER

26-58 - SCOPE OF WORK

The work covered by this specification shall consist of furnishing and installing dumbwaiter equipment complete as described below with all apparatus, material and work required to make the dumbwaiter installation complete and operative when current is supplied to the control equipment, excepting only such material and work definitely indicated in this specification as not included.

In all cases where a device or a part of the equipment is herein referred to in the singular number it is intended that such reference shall apply to as many such devices as are required to complete the installation.

26-59 - WORK INCLUDED

One Electric Automatic Dumbwaiter.

Car Box Size: 36" x 36" x 48" high.

Capacity and Speed: 250 lbs. at a speed of 100 ft. per minute, in addition to the weight of complete car and ropes.

Travel, Stops and Openings:

Travel from Basement to 3rd Floor--39 ft. 0 in.
4 Stops.
5 Openings.

(Reverse Openings at 2nd).

26-60 - TYPE OF CONTROL

Multi-button Call and Send with full nest of buttons at each opening.

26-61 - POWER SUPPLY

The power supply for the Dunbwaiter apparatus will be 220 volts, 3 phase, 60 cycles, alternating current.

26-62 - MACHINE, BRAKE AND MOTOR

The machine shall be of standard manufacture of the traction type with motor, break, bearing and sheave mounted accurately on a structural steel or cast iron bedplate. The worm shall be steel, integral with the worm shaft and provided with ball bearing thrusts designed to take the thrust of the worm in both directions. Thrusts shall be removable without dismantling the machine. The worm gear shall be accurately hobbed from a bronze ring. Bearings shall be of anti-friction metal or roller type properly lubricated. The brake shall be the magnet type, spring applied, electrically released and shall be applied instantly and automatically in the event power supply is interrupted for any cause. The motor shall be the reversible type designed for dumbwaiter service, with high starting torque and low starting current and especially wound for the current specified.

26-63 - MACHINE LOCATION

The machine shall be located in the Basement at the side of the hoistway.

26-64 - CONTROLLER

The controller shall be the electro-magnetic type with ebony asbestos or slate panel supported on an angle frame with approved type switches and shall accomplish the operation specified. The controller shall be designed especially for the current specified and all wiring

26-64 - CONTROLLER (Continued)

shall be done on the back of the board in the factory and present a neat appearance. In addition to all necessary operating switches a reverse phase relay and overload relays shall be provided.

26-65 - OPERATION AND CONTROL

Operation shall be multi-button call and send. A complete bank of operating buttons at each floor containing buttons numbered to correspond to the various floors shall be provided. The momentary pressure of the designated button shall dispatch the car to its corresponding landing or summon the car to the landing at which it is pressed, provided that all doors are closed. Buttons shall be inoperative while the car is in motion or if a hoistway door is open. Call buttons shall also be inoperative for five seconds after the car stops at a floor or after a door is closed, to permit normal use without interference.

Button nests shall be flush mounted of substantial construction and provided with standard metal face plates. All contacts shall be of the wiping type.

It is the intent of this type of control to be able to dispatch the dumbwaiter from any floor to any other floor and summon it to any floor.

26-66 - GUIDE RAILS AND SHEAVES:

Planed steel tees weighing not less than 8 lbs. per foot shall be installed plumb and true and securely fastened to the building structure by heavy steel brackets, and in accordance with the requirements of the Safety Code governing. All sheaves are to be the best grade cast iron, machine grooved, provided with steel shafts, supported in properly lubricated bearings.

26-67 - CAR BOX

A heavy welded steel car box not less than No. 16 U. S. Gauge properly reinforced and braced shall be provided. Necessary machined guide shoes shall be furnished. The car shall be painted in the factory with two coats of grey paint.

26-68 - ROPES

Special steel hoist ropes of a size and number to insure proper wearing qualities shall be provided and as a minimum shall comply with the safety factor requirements of the Safety Code governing.

26-69 - WIRING

All wiring shall be installed in conduit and as a minimum shall comply with the requirements of the National Electric Code and all local ordinances.

26-70 - LIMIT STOPS

Limit switches shall be provided to bring the car to an automatic stop at the terminal landings independent of the regular operating devices.

26-71 - ENTRANCES

At each opening, a total of five steel dumbwaiter entrances of standard type and manufacture shall be provided, all in accordance with the recognized standards of the dumbwaiter door manufacturing industry. The doors shall be provided with ball-bearing sheaves, special roller chains, steel guides, vision panels and metal pulls. All doors shall be of hot-rolled steel, properly reinforced and painted with two coats of prime grey paint. Entrances shall be complete with sills, jambs, and necessary supports, in accordance with the plans and details, and as approved by the architect. Final painting shall be done on job by others.

Opening sizes and type of doors shall be as follows:

At Basement--	40" x 58" Bi-parting (10" Removable Panel)
All others---	36" x 48" Bi-parting

26-72 - DOOR INTERLOCKS

Interlocks operated by a cam on the car shall be provided.

26-73 - SIGNALS

Car light and "Door Open" buzzer shall be provided.

KITCHEN EQUIPMENT

SECTION XXVIII

28-01 - APPLICATION OF THE INSTRUCTIONS TO BIDDERS AND GENERAL CONDITIONS:

(a) All of the work described herein is subject to the foregoing "Instructions to Bidders", "General Conditions", and "General Conditions (Supplementary)" which become a part of this specification and all work shall be carried on in accordance therewith.

28-02 - APPROVED OTHERS

(a) Where the specifications call for an article or material by name or manufacturer or by description, the character and quality desired are thus indicated. Where a certain manufacturer or vendor may make several grades and sizes of a desired article, it will be interpreted to mean that the article approved is that coming nearest the description and of no lesser size or capacity than stated in the description. The conditions governing approvals and the time limit for submission of written requests for approvals are stated in the "General Conditions (Supplementary)" article entitled "Approved Others", to which this Contractor must refer if substitution is desired.

28-03 - WORK INCLUDED

(a) The Contractor shall supply the kitchen equipment and appurtenant work necessary to complete construction and furnish articles, materials, operations, labor, equipment and incidentals therefor, all in accordance with the drawings and these specifications or both.

(b) Shop drawings required: For catalogue items requiring coordination with others work, show roughing connections and dimensions; for custom built items, completely detailed.

(c) Catalogue data required: For each manufactured item which is not specifically named.

(d) Training and Instructions: Instructor, experienced and capable, well acquainted with the equipment, furnished by the Contractor for a sufficient period of time to train a representative of the Owner in the proper operation and maintenance of the kitchen equipment installed; instruction sheets, size 8½" x 11", typewritten or printed showing complete maintenance instructions and operating methods supplied for all equipment.

28-04 - MATERIALS

(a) Sheet Steel:

1. Stainless: A.S.T.M. Spec. A-167-44 Grade No. 2 Type 302: Finish No. 4 polish on one or both sides as required.

28-04 - MATERIALS (Continued)

2. Galvanized: A.S.T.M. Spec. A 93-46 Class D.

3. Gage: U. S. Standard.

(b) Pipe:

1. Use, Legs & Frames of sink and table supports.

2. Description: Conforming to A.S.T.M. Spec. A120-47.

(c) Equipment:

1. General: New, unused and of current model; matched in design insofar as possible; items of like classification of one manufacture except where otherwise specified.

28-05 - WORKMANSHIP & FABRICATION

(a) Shop Drawings & Dimensions:

1. Structure: Building plans consulted for all dimensions, utility outlets and layouts; all dimensions at the building verified. Contractor to take into account any deviation between the plans and the structure noted, and any deviation necessitating change in the equipment detail promptly brought to the Architect's attention and approval obtained for changes proposed. Architect privileged to stipulate minor revisions which seem desirable.

2. Shop Drawings: Prepared before proceeding with the work and after checking conditions and dimensions on the job; submitted in duplicate to the Architect, for checking, correcting or approval. Construction started only upon approval by Architect of each and every item.

(b) General Construction Details:

1. Construction: Welded insofar as possible unless otherwise stated.

2. Welding: Done by the latest electric arc welding methods using properly coated stainless or steel electrodes.

3. Finish: On stainless steel-welded joints ground and polished to #4 finish on sheet. On steel, pipe or angle frame welded joints finished smooth and free of pits or sharp rough surfaces; edges of metal ground and buffed smooth and clean.

4. Bolts and bolt heads: Concealed insofar as possible.

28-05 - WORKMANSHIP & FABRICATION (Continued)

(c) Equipment Fabrication:

1. Drawers: Depth 5" unless otherwise shown or specified; body 20 ga. S.S. coved to 3/4" radius at sides; draw to full extent on roller bearing drawer guides without sagging; drawer stop provided; front 20 ga. S.S. hemmed over 16 ga. plate; pull stainless steel or chrome plated brass of full hand bar type. Handles shall be fastened to drawer with nuts and lockwashers.

2. Sinks and Drainboards: Material 16 ga. stainless steel with vertical joints welded and finished as herein specified.

a. Tops: As specified.
b. Sink bottom: Sloped four ways to drain connection, corners rounded to 1" Radius.
c. Splashback: Integral with top, spaced 2" from wall, top returned to wall and finished with 1/2" upturned lip.
d. Legs and Cross Framing: 1¼" I.D. Chrome-plated pipe legs or 1¼" I.P.S. galvanized pipe as specified, adjustable chrome plated pear feet. Tops of legs provided with adjustable fitting of female type over pipe leg to be fixed in final position by set screws, all to be covered with a stainless steel shield as needed to avoid unsightly conditions.
e. Body: Securely braced and fastened with concealed bolts, where required to sink legs; sinks or drainboards where required by size or loading, reinforced by 14 ga. galvanized sheet steel formed into 1½" x 5½" channel welded to top to form a solid continuous support under the whole unit, shaped to sink or drainboard profile. Isolated supports prohibited generally.

3. Metal Tables, Counters, etc:

a. Tops: Stainless steel, 16 gage or heavier as specified; edges in accord with detail, corners bull-nosed, welded and finished equal to sheet.
b. Base: Constructed of 1¼" I.P.S. Galvanized iron pipe legs, 2" x 2" x 1/8" Galvanized angle frame top and cross bracing, cross members and leg joints welded; tops fastened to frame with concealed metal bolts; cross member supports provided in sufficient numbers to conform with highest standard of construction. Legs, where specified, fitted with adjustable pear feet. Legs and exposed cross-members are to be finished in gray lacquer unless otherwise noted, concealed welded surface, coated with rust inhibiting paint.

28-05 - WORKMANSHIP & FABRICATION (Continued)

c. Shelves: Stainless steel 16 gage or heavier unless otherwise noted, with edges turned down $1\frac{1}{2}$" all around; supported on channel cleats with web out and flanges to side of cabinet.

28-06 - UTILITY CONNECTIONS

(a) All items listed hereon will be uncrated and placed in the building in its proper location. Utility connections such as electrical connections, water, waste and steam lines will be done by others.

(b) Roughing-in-Drawings: Diagrams furnished to the Electrical Contractor and to the Plumbing and Steamfitting Contractors showing the exact location of junction boxes or pipe connections on equipment for roughing.

28-07 - TRIM AND FIXTURES

(a) General: Exposed faucets, collars, nozzles, sprays all brass chromium plated.

(b) Hardware: All hardware such as handles, hinges, etc. shall be of first commercial quality designed for heavy duty service.

(c) Wall type swing spout faucet; similar to Standard B-906, double sink faucet.

(d) Deck type swingspout faucet; similar to Standard B-904, deck type double sink faucet.

(e) Sink waste valve: Waste and crumb cup strainer shall be made of heavy wrought brass, $4\frac{1}{2}$" O.D. Finished polished chrome, complete with lock nut and gaskets, similar to Fisher Brass #337. Levered waste valve to be an $1\frac{1}{2}$" quick opening gate-type valve with 8" handle. The body and wedge shall be made of valve bronze, similar to Fisher Brass #338, and adjoin above waste and strainer. Use on all washing sinks over 6" Deep.

28-08 - PAINTING

(a) Paint: Color, gray matching Stainless Steel as nearly as possible; grease and water resistant material as approved.

28-09 - CABINET WORK

(a) Face portions of fixtures when indicated as "finished hardwood" shall be of oak. Finish shall be high grade, hand rubbed, in color to match approved sample; shall consist of filler, sealer, and not less than two coats clear lacquer, all work to be properly sanded before and after each operation. All work to be hand rubbed upon completion of final coat. Unexposed portions such as rear of counters, interior of wall cases or cupboards, shall have surface properly sanded, cracks or holes filled and spray painted not less than two coats in color selected.

28-09 - CABINET WORK (Continued)

(b) All material used in construction shall be kiln dried of good grade, framework may be of good grade Spruce, Fir or other softwood. Workmanship shall be of best quality cabinet work; flush joints shall be glued and doweled or splined with glue joints. All work must be sanded smooth and be free of glue before finishing. Where equipment is set on uneven floor, such equipment shall be leveled by means of sub-base or wedges and shall be further provided with base shoe moulding scribed to the floor (asphalt tile base set flush where so specifically indicated). Equipment requiring fastening or anchoring to the floor or to walls shall be securely fixed, using expansions shields and screws or lags.

Note: Toe spaces under all cabinet work will be covered by linoleum Contractor.

28-10 - REFRIGERATION

(a) All work shall be in full compliance with codes. Contractor shall install all condensing units, blower coils, valves and tubing pertinent to the proper mechanical operation of the refrigerated sections listed. Plumbing and electrical connections by others. Defrosting pan shall be connected to drain by Refrigeration Contractor.

29-11 - EQUIPMENT

ITEM #1. Standing Counter. 18" wide x 14' 6" long with 10" back splash. Front edge, counter top and backsplash to be covered with formica and supported with hardwood brackets. Back splash to be trimmed with oak.

ITEM #2. Service Counters.

(a) Candy and cigarette display, approx. 4 ft. long, 42½" high by 22" wide, constructed of oak plywood face and end, 12" front vision plate glass and 2 oak framed sliding plate glass tops. Back to have sliding doors. Lower sections to have one adjustable shelf with sliding doors. End and face edge of top to have black formica trim.

(b) Counter adjoining candy and cigarette display, approx. 8' 5" long x 42½" high x 22" wide to have formica top with face edge black formica. Hardwood face to be flush with candy case and lower section with one adjustable shelf, enclosed with sliding doors.

(c) Three horse-shoe counters shall be constructed, as per detail section and shall be faced on inside of radius portion with 22-gage #4 Stainless Steel to accomodate bus pan storage. Provide also a stainless steel shelf with drainer and push faucet for a coffee and water station in each horse-shoe. (Note: Electrical receptacle shall be included for coffee warmer unit).

29-11 - EQUIPMENT (Continued)

(d) Provide 3 sections of wainscote 3'-6½" high as indicated on plan; faced and trimmed with hardwood on both sides.

ITEM #3. Provide 41 only Stool Bases, 22" high, cast-iron, chrome plated with return tripod. Chicago Hdwe. #411-22.

ITEM #4. Provide 41 only "Imperial" Chair Back Stool Seats. To have 3" "Restfoam" Rubber padding covered with "Duran", color as selected. Back to be supported by 2-chrome plated spring brackets, with covering to match seat.

ITEM #5. Coffee Warmers. 3 Required, 2-burner type, Cory #122W Range, with 2 Cory #FB-Ambassador Decanters for each Range.

ITEM #6. Coffee Warmer. One required, 3-Burner Type, Cory #C-123-E Range, with 3 Cory #FB-Ambassador Decanters.

ITEM #7. Service Table. Provide one 4'-0" x 2'-3" wide and 34" high work table; top and back splashes up to 5'-9" to be of 22 ga. #4 Finish Stainless Steel over 3/4" Plywood. Lower section to have one adjustable shelf, sliding doors, oak face.

ITEM #8. Sink Unit. 5 ft. long x 27" Deep Sink Unit with three deep drawn, one-piece, stainless steel sinks, 11" x 15" x 10", securely welded to a one-piece stainless steel top with 7-3/4" backsplash. Drainboard to have die stamped corrugation. Drain valve is to be provided in each sink as well as chrome plated hot and cold swivel type faucet. Furnish with stainless steel removable front panel with set of stainless steel sliding doors. Seco Superex #FF1016 Sink Unit with #FF1019-07 removable front panel with doors.

ITEM #9. Dispenser Unit. Seco-Superex #FF1001, 3'-2" long x 27" deep, fitted with draft arms for both carbonated water and plain water. Body of heavy galvanealed steel-shell type, welded construction and cork insulated; cooler-carbonator an integral unit (not wet bath) with 12 gal per hr. capacity @ 40° Temp. drop; refrigeration - hermetically sealed, self-contained condensing unit mounted on "Slide-out" platform. Accessories to include 3 deep drawn stainless steel non corrosive syrup pumps and jars and one spoon vat. Exterior finish of heavy gauge stainless steel.

ITEM #10. Disher Vat Unit. Seco Superex #FF-1002, 9½" wide x 27" deep, stainless steel with one disher, one refuse chute, and one 6" dump sink; disher vat to have spout-type water inlet and drain; unit complete with #FF-1001-24 removable S. S. front panel and #FF-1001-26 Waste Can.

29-11 - EQUIPMENT (Continued)

ITEM #11. Ice Cream Unit. Seco Superex #FF-1041, 4'-8" long x 27" deep, 35 Gal. Capacity, with storage compartment rectangular and set on an angle for easy dipping. Syrup rail accessories to include seven syrup pumps, one chocolate pump, eight syrup jars, and 3 fruit jars with covers and ladles. All jars are to be deep drawn stainless steel. Body is of heavy gauge galvanealed steel with shell type construction and all joints welded. Exposed surfaces of stainless steel; refrigeration, hermetically sealed, self-contained condensing unit mounted on a "slide out" platform for easy servicing.

ITEM #12. Milk Shake Mixers. Hamilton Beach #30. For use on 110 volts.

ITEM #13. Back Bar, as per floor plan and elevation, consisting of wood construction with hard wood panel facings.

(a) Fountain Section, with Formica covered shelves above plate glass mirror.

(b) Refrigerated Section, consisting, 4-doors, and space to receive roll warmer, (item 16), and 5 x 23" x 20" drawer above warmer. Upper section to have 4'0" L x 20" W x 27½" high pastry display with cold air forced and recirculated by blower unit in lower refrigerated section, plate glass end sections, with sliding plate glass doors. Sliding doors to have metal trim to prevent chipping. The entire back bar shall have no metal mold trim. Top Formica. Also all electrical receptacles as indicated in rough-in plan shall be installed in back bar. Blower Unit--Drayer-Hansen No. S-210. 2100 B.T.U.

ITEM #14. Soiled dish port. Provide one 12" x 21" hinged door, 3/4" plywood covered with #4 Fin. 22 Ga. S.S. on all sides, and install in casing, also provide & install 22 ga. S.S. Trim around window casing with soiled dish table so as to make a tight joint throughout.

ITEM #15. Double Waffle Baker. Wells #L-12, 1650 W. 110 volt.

ITEM #16. Roll Warmer. Toastmaster #2Ds., 2-Drawers, 16" x 15½" x 4-5/8" deep, 800 W. 120 V.

ITEM #17. Condensing Unit. 1/2 H.P. Hussmann #FS50. For operation of refrigerated Back Bar & Pastry Display.

ITEM #18. Coffee Urn Stand, to be of 16 ga. Stainless Steel all welded construction, 3'0" L x 2'3" W x 2'6" high. Provide 6" drip trough with waste connection. Upper section to be of 22 Ga. Stainless Steel #4 Fin., 5'9" high flush with top of back bar & to be curved out at top, thus eliminating any steam damage to wall.

29-11 - EQUIPMENT (Continued)

ITEM #19. Coffee Urn. McKie twin 3-Gal Urn, as shown in catalog #5, page 16. Stainless Steel body, tops and liners, complete with thermostat and tomlinson Faucets, 6000 W. 220 V. 3 phase.

ITEM #20. Service Bar, approx. 6' 6" long x 18" wide x 40½" high with 9½" Formica backsplash, as per detail elevation, wood construction with hardwood front and side, sliding doors, open section, 5" toe base. Formica top and front edge trim. Co-ordinate with pass window opening.

ITEM #21. Serving Ledge Shelf - 3/4" plywood construction, covered on top & sides with 22 ga. Stainless Steel #4 fin.

ITEM #22. Hot Food Table. Stainless Steel top & body. Sliding doors and one shelf below. Top to be cut for two 2004 Meat Pans, 2-10½" insets, 2-8½" insets and 2-6½ insets. Table complete with individual thermostatically controlled Wells units. For use on 220-1-60.

Pots, pans and covers for electric hot food table:

2	Stainless	Steel	Polar 2004 Meat Pans
2	"	"	Roll Top Covers
2	"	"	Polar S-06½ Insets & Covers
2	"	"	Polar #08½ Insets & Covers
2	"	"	Polar #010½ Insets & Covers

ITEM #23. Utility Stand & Sink. 16 ga. Stainless Steel #4 Finish, welded construction, 22" wide x 33" deep x 34" high with 8" backsplash; 12" x 14" x 8" deep. Sink with all round corners. Furnish swing spout and drainer; removable ventilated front panel for access to plumbing.

ITEM #24. Toaster--Toastmaster Model #ID2, 4-slice automatic pop-up. 2.45 KW, 208 V.A.C.

ITEM #25. Salad Table. Rehco #504 SC. All metal construction Stainless Steel top & interior with 2 & 3" fibreglas insulation; body of heavy angle & galvanized iron, supported on adjustable legs; top with one 12 x 14 x 3", one 6" x 6" x 3" Stainless Steel pans. Refrigeration to be supplied by a hermetically sealed unit with blower coil. Size 33" deep, 34" high by 4'0" long.

ITEM #26. Slicer. Globe Gravity Feed #75. 1/4 H.P. 110 V.A.C.

ITEM #27. Work Table. 8'0" x 30" x 34" high, 3" laminated maple top, Stainless Steel face with 3 Stainless Steel tilt-out bins & 2 drawers; sides & back of table to be galvanized iron.

29-11 - EQUIPMENT (Continued)

ITEM #28. Grinder. Sanitary No. 100 1/3 H.P. 110 V.A.C.

ITEM #29. Reach-In Refrigerator. Hussmann R-25-B, 45" wide, 32½" deep, 65½" high, 24.4 Cu. Ft., exterior baked enamel, interior porcelain, complete with blower coil & 1/4 H.P. Condensing Unit.

ITEM #30. Range. Griswold #R36G2E. Two 12 x 24 hot plates & 2 round units. Oven below 19.6 KW 3 Ph. 208.

ITEM #31. Range. Griswold #R36G5M. One 12 x 24 griddle & one 24 x 24 griddle. Oven below. 15 K.W. 3 Ph. 208.

ITEM #32. Deep Fat Fryer. Wells F30 DW. 12 lb. Fat capacity 3KW. 208-3 phase 60 cycle.

ITEM #33. Ventilator. "Kal-O-vent" hood; 7'3" long, 16 ga. Stainless Steel all welded construction with air-maze grease-stop filters. Hood to cover 2 ranges & fryer & be complete with stand for fryer. Provide receptacle at rear of stand for fryer. Duct work & fan by others.

ITEM #34. Mixer. 15 Qt. Blakeslee Model C-15. Bench Model complete with galvanized stand, 15 Qt. bowl, one "W" cream whip, one "B" batter beater. 1/3 H.P. 110 A.C. motor.

ITEM #35. Potato Peeler. MJM #15-A Portable. Capacity 15 pounds per minute. Rustless Aluminum construction, "V" belt drive & complete peel trap. 1/4 H.P. Motor 110 volt. AC.

ITEM #36. Clean Dish Table. Fabricate in accordance with general specifications. 16 ga. #4 finish Stainless Steel top, galvanized pipe legs & 16 ga. galvanized shelf under. Two 24" x 24" x 14" Stainless Steel sinks as per specifications with swing spout above. Provide also hose bibb faucet for peeler. Fabricate one 16 ga. Stainless Steel 12" wide "L" shelf 2'6" x 6'3" & install above table. Provisions under table to be made to mount hot water booster, item #37. Front roll to have 2" radius corners, not mitred.

ITEM #37. Electric Hot Water Booster. Coates #32216-144 - 3 gal. capacity, ASME Code Tank, insulated & with metal jacket, aquastat, safety valve, check valve, 16 KW, 144 gal per hour recovery @ 40° temperature rise. Size 12-3/4 dia. by 24" long.

ITEM #38. Dishwasher. Blakeslee "D-#3". Constructed with stainless steel tank and hood. Tank to have stationary wash & rinse pipes. Final rinse to operate automatically for set period of time up to 30 seconds, and to automatically turn off after running for predetermined length of time. 50 racks per hour capacity, 3/4 H.P. motor, 5 KW immersion element, thermostatically controlled for wash water, 4 - 20" x 20" dishracks & 2 - 20" x 20" combination racks.

29-11 - EQUIPMENT (Continued)

ITEM #39. Soiled Dish Table. Fabricate in accordance with general specifications. 16 ga. #4 Fin. top, galvanized pipe legs, 16 ga. galvanized shelf under scrap hole, 20" x 20" x 8" pre-rinse sink with one T & S #A-515 combination compression gooseneck faucet with squeeze spray.

VENETIAN BLINDS

SECTION XXIX

29-01 - APPLICATION OF THE INSTRUCTIONS TO BIDDERS AND GENERAL CONDITIONS

(a) All of the work described herein is subject to the foregoing "Instructions to Bidders", "General Conditions" and "General Conditions (Supplementary)" which become a part of this specification and all work shall be carried on in accordance therewith.

29-02 - APPROVED OTHERS

(a) Where the specifications call for an article or material by name or manufacturer or by description, the character and quality desired are thus indicated. Where a certain manufacturer or vendor may make several grades and sizes of a desired article, it will be interpreted to mean that the article approved is that coming nearest the description and of no lesser size or capacity than stated in the description. The conditions governing approvals and the time limit for submission of written requests for approvals are stated in the "General Conditions (Supplementary)" article entitled "Approved Others", to which this Contractor must refer if substitution is desired.

29-03 - SCOPE

(a) This Contractor shall furnish all labor and materials to provide venetian blinds on all exterior windows except in elevator pent house.

(b) Venetian blinds shall include all cords, brackets, slats, tape, operating mechanisms, housing, fascias and hardware.

29-04 - MATERIAL & CONSTRUCTION

(a) Operation -- Compound lift.

(b) Headers-Tilt Rails-Bottom Rails-Kiln dried pine or basswood.

(c) Flexible Alumilite Slats--2" x .010" thick. Rounded corners. Smooth punched cord slots free from burrs.

(d) Head Rail -- 1 1/16" x 2".

(e) Tilt Rail -- 3/4" x 2". So assembled to head rail that it may be readily detached.

(f) Bottom Rail -- 3/4" x 2". Drilled for lifting cords. Cord passage and rollers to be concealed both underneath and at ends.

(g) Pulleys -- Double race ball bearings pulleys on steel shaft.

(h) Tilting Device -- shall be solid bronze permitting perfect slat adjustment, holding slats to any angle of tilt.

29-04 - MATERIAL & CONSTRUCTION (Continued)

(i) Automatic cord lock and tilt rail support -- to be automatic holding blind at any desired point. Lock to be in combination with tilt rail support. Solid bronze.

(j) Fascia -- 3½" aluminum.

(k) Center support for tilt rail -- provide support for tilt rail at each tape in excess of two.

(l) Cord equalizer -- attached to lifting cord to insure horizontal position of slats.

(m) Ladder tape -- best quality, long-strand cotton, cross-straps interwoven, not sewed. Tapes shall be spaced not more than 6 3/4" from ends of slats, intermediate tapes spaced not more than 28" o.c. Tapes fastened to top and bottom rails with upholstering nails. Tape color as selected.

(n) Cords -- Best quality, hollow braided flexible cotton cord, glazed to reduce wear and increase strength. Color as selected. Size 4½.

(o) Finish -- Aluminum slats, fascia, etc. shall be specially treated for proper paint adhesion. Finish shall be enamel baked on at high temperatures. All wood and steel parts enameled to match slats.

29-05 - INSTALLATION

(a) Blinds shall be installed between plaster jambs of windows. Brackets shall be installed as required to fit conditions.

(b) Slats to clear jambs 1/4" on each side.

(c) All exposed screws shall be round headed nickel plated.

(d) Blinds shall be of proper length to drop within 1" of sills.

(e) Blinds shall be erected by skilled erectors in accord with manufacturer's directions so that all parts function easily and quietly, with blinds plumb and true.

29-06 - GUARANTEE

(a) All work shall be guaranteed free from defects and workmanship for a period of one year.

INSULATION

SECTION XXX

30-01 - APPLICATION OF THE INSTRUCTIONS TO BIDDERS AND GENERAL CONDITIONS

(a) All of the work described herein is subject to the foregoing "Instructions to Bidders", "General Conditions" and "General Conditions (Supplementary)" which become a part of this specification and all work shall be carried on in accordance therewith.

30-02 - APPROVED OTHERS

(a) Where the specifications call for an article or material by name or manufacturer or by description, the character and quality desired are thus indicated. Where a certain manufacturer or vendor may make several grades and sizes of a desired article, it will be interpreted to mean that the article approved is that coming nearest the description and of no lesser size or capacity than stated in the description. The conditions governing approvals and the time limit for submission of written requests for approvals are stated in the "General Conditions (Supplementary)" article entitled "Approved Others", to which this Contractor must refer if substitution is desired.

30-03 - SCOPE

(a) This Contractor shall furnish all labor and materials to complete all thermal insulation shown on the drawings or herein specified, or both, as follows:

1-- First and Fourth floor ceilings under set backs.

2-- Entire Fifth floor ceiling.

30-04 - MATERIAL

(a) 2 inch thick. Glass wool.

(b) Material to be absolutely fireproof-vapor and moisture resistent.

(c) Insulation shall be of the roll or butt type with integral vapor seal.

30-05 - INSTALLATION

(a) This Contractor shall consult and cooperate with other tradesmen whose work precedes and follows insulation installation.

(b) Areas specified to be insulated shall include the insulation of all contiguous breaks, corners, pockets, voids, offsets, etc., to secure complete continuous insulation of the entire structure or such portions of it as are insulated.

30-05 - INSTALLATION (Continued)

(c) Insulation is to be installed on top of the furring channels of the ceiling construction. When set-back of building walls occur, insulation is to be turned up and secured to bottom of concrete construction so that area is entirely isolated.

(d) Insulation shall be adequately installed and fastened in place, fill all voids and be tightly butted together and secured from spreading. There shall be no open spaces between insulation at sides or ends.

FI-24(5) Squally Hook-Quinton Sec., 1949.
Columbia River Hwy.
#3251

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FOR FILING

71-34(2)

3251

May 13, 1952

Durham and Bates
901 S. W. Washington Street
Portland 5, Oregon

Attention: Mr. John F. McGinty

Gentlemen:

State Highway Contract No. 3251, awarded to A. N. Saxton and Sons, for grading and surfacing the Squally Hook-Quinton Section of the Columbia River Highway was accepted by the Commission on October 11, 1951.

This is in reply to your letter of May 12 requesting the acceptance date.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

CABLE "DURHAM"

DURHAM AND BATES

GENERAL INSURANCE

901 S. W. WASHINGTON STREET

PORTLAND 5, OREGON

D. H. BATES
PRESIDENT

May 12, 1952

H. B. Glaisyer, Secretary
Oregon State Highway Department
Salem, Oregon

3251 - completed
accepted 10-11-51

Dear Sir:

A. H. Saxton & Sons, on June 29, 1951, completed State Highway Contract No. 3521, which covered grading and surfacing the Squally Hook-Quinton Section of the Columbia River Highway in Gilliam County.

Our records do not indicate the exact date on which this contract was accepted by the Oregon State Highway Commission. So that our file will be complete, we will appreciate your advising us as to this official acceptance date.

Your courtesy is sincerely appreciated.

Very truly yours,

DURHAM & BATES

John F. McGinty

John F. McGinty

JFM:as

REFERRED TO
Query
BY SECRETARY

prepare reply

RECEIVED
MAY 1 1952
[illegible] COMMISSION

RECEIVED
JAN 17 1952
FOR FILING

71 24 (5)

3251

File

ASSIGNMENT

Date: January 14, 1952

No. 3131
By ww

Description: Letter of January 10 by A. McAllister, Superintendent of UPRR Company, attaching RR Bill 555413 in quadreplicate (Goff-Quinton Section, Columbia River Highway)
of Quality Work

Acknowledged by _ _ _ _ _ Referred to _ _ Gardner _ _ _ _ _ _ _ _

Investigate and report with recommendation
xxx , such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ signature

Assignment executed _ _ _ _ _ _ Report received _ _ _ _ _ _ _

Remarks: Bill being processed for payment – LCA

PLEASE RETURN TO
W. C. WILLIAMS

71-24 (5)

RECEIVED
JAN 15 1952
FOR FILING

41-24(5)

3251

3102

January 3, 1952

Mr. Allen E. Sackett
P. O. Box 296
Hood River, Oregon

Dear Sir:

Reference is made to your letter dated December 26, 1951, regarding excess engineering costs assessed against the contractor on the final estimate of Contract No. 3251, Squally Hook-Quinton Section of the Columbia River Highway in Gilliam County.

The engineering costs were assessed by the State Highway Commission for failure of the contractor to complete the project within the time specified in the contract. The penalty was assessed against the contractor and not against you as sub-contractor.

Exerpts from the minutes of the meeting of the Highway Commission held on December 20, 1950, assessing the penalty are as follow:

"A. H. Saxton and Sons, Contract No. 3251, for grading and bituminous macadam surfacing on the Squally Hook-Quinton section of the Columbia River Highway, in Gilliam County, requested an extension of time of 258 days from September 30, 1950 to June 16, 1951, within which to complete this job. They alleged that grading conditions which proved more difficult than anticipated, an increase in quantities, extremely heavy traffic, and early cold weather prevented completion of the contract within the specified time limit. The Engineer advised that the contractor did not prosecute the work in a manner which would enable completion of the grading and surfacing sufficiently early in the year to permit oiling during the seasonable weather. He recommended, in view of these circumstances, that the extension of time be granted as requested, but that the contractor be charged, as a penalty, with engineering expense incurred by the State from September 30 to the actual date of completion. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation."

Also from the meeting of October 11, 1951:

"A. H. Saxton & Sons, Contract No. 3251 for grading and bituminous macadam surfacing on the Squally Hook-Quinton Section of the Columbia River Highway in Gilliam County, requested an additional extension of time of 13 days from

June 16 to June 29, 1951 within which to complete this work. They alleged that finishing the guardrail had required more time than anticipated, thus preventing completion of the contract within the limits of the previous extension of time. The Engineer reported that all work on the project had been completed by June 15, 1951, with the exception of the final coat of paint on the guardrail. The contractor, he said, had difficulty in securing guardrail materials. As there was no delay to the traveling public, he recommended that the extension of time be granted as requested without penalty; however, it was understood that the penalty imposed previously and effective up to June 16, 1951 would still remain effective. He presented a letter from the Bureau of Public Roads concurring therein. The Commission approved the recommendation. (See FOOTNOTE)

"FOOTNOTE: The action taken by the State Highway Commission upon the extensions of time within which to complete highway contracts listed above, was based upon the recommendations of the State Highway Engineer and his reports, which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests for such extensions of time."

We are enclosing a copy of the statement of the engineering costs assessed against Contract No. 3251, which was submitted to A. H. Saxton & Sons with the final estimate.

Very truly yours,

R. H. Baldock
State Highway Engineer

DBP:tp
Encl.

ASSIGNMENT

January 2, 1952

No. [illegible]02
By [illegible]CM

Description: Letter of December 26 by Allen E. Sackett of Hood River regarding deduction of $2,620.97 from final estimate on Contract No. 3251--Squally Hook-Quinton Section of US30

Acknowledged by _____ Referred to ___S. E. Probert ✓____

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
xxx Please prepare for ___Mr. Baldock's_________ signature

Assignment executed 1-3-52__ Report received ________

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

ALLEN E. SACKETT ~ *General Contractor*

BUS. PHONE 1266
RES. PHONE 3019

MAILING ADDRESS
P. O. BOX 296

HOOD RIVER, OREGON

December 26, 1951

[illegible] TO
W. C. WILLIAMS
FOR FILING

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

I am in receipt of final estimate for State Contract #3251, otherwise known as the Squally-Hood--Quinton section of U. S. Highway #30, under which I operated as a subcontractor for A. H. Saxton & Sons.

Mr. Saxton has made a deduction of $2620.97 from the proceeds of this final estimate, earmarked as excess engineering costs, and I wish an explanation on your part as to why these charges were placed against me and what they consist of.

NOTED
W. C. WILLIAM

Awaiting your early reply, I am

Sincerely yours,

Allen E. Sackett.

Williams:
Please prepare answer

REFERRED TO
[illegible]
BY SECRETARY

[illegible] VED
[illegible] 1951
[illegible] SSION

RECEIVED
FOR FILING
71-24(5)

3251

OREGON STATE HIGHWAY COMMISSION
(date)

3251	16 Final	A. H. Saxton & Sons
(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)

18787	R-27087	$ 10,098.90	Oct. 30,1951
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Sep. 30, 1950

Time Extensions: Extended to 6-29-51 with penalty to 6-16-51

Completion Date: June 29, 1951

Date Accepted: Oct. 11, 1951

Penalties: None of record except Time Extension as mentioned above

Claims: None outstanding of record

Remarks:

Date: 12-5-51

To the Accounting Division:

Release of the above warrant is hereby authorized.

HBGlaisyer

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: DEC 5 1951
AAWiklander

RECEIVED
DEC 5 1951
FOR FILING

91-24(5)

3251

McLures

December 4, 1951

Industrial Accident Commission
Public Service Bldg.

Attention: H. E. Osborn, Asst. Commissioner

Gentlemen:

Thanks for your letter of December 3 stating that your claim of $770.47 against Allen E. Sackett, sub-contractor for A. H. Saxton and Sons on State Highway Contract 3251, has been paid and your claim, therefore, satisifed.

For the sake of clarity in the contract records, the contract number is 3251 instead of 2351 as in your letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD
12-12-51

INDUSTRIAL ACCIDENT
COMMISSION
SALEM, OREGON

COLLECTIONS DIVISION
H. E. OSBORN, ASSISTANT COMMISSIONER

PAUL E. GURSKE
T. MORRIS DUNNE
L. O. ARENS
COMMISSIONERS

December 3, 1951

Re: Firm No. 130108, Allen Sackett,
Hood River, Oregon

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Gentlemen:

Notice was given on September 18, 1951, that the State Industrial Accident Commission claimed $770.47 for contributions, based on an audit of the payrolls of Allen E. Sackett, a sub-contractor under A. H. Saxton and Sons, through October 21, 1950, against the bond taken from A. H. Saxton and Sons and United Pacific Insurance Company for the work of grading and surfacing the Squally Hook-Quinton Section of the Columbia River Highway in Gilliam County, State **Highway Contract No. 2351.** 3251

We have now received payment of $770.47 direct from A. H. Saxton and Sons and this is to notify you that we no longer claim any money due on Contract No. 2351. 3251

Very truly yours,

COLLECTIONS DIVISION

H E Osborn

H. E. Osborn
Assistant Commissioner

HEH:hg
cc - Secretary of State
Capitol Building
Salem, Oregon
- United Pacific Insurance Company
Durham and Bates
901 S. W. Washin ton
Portland 5, Oregon
- A. H. Saxton and Sons
Route 2, Box 200
Corvallis, Oregon

REFERRED TO query
SECRETARY

acknowledge - and call attention to transposition in Contract No.
prepare normal letter & record on card.
HHS

NOTED ON CARD
[illegible]

RECEIVED
DEC [illegible] 1951
FOR FILING

71-24(5)

3251

Mrs Lewis

December 4, 1951

United Pacific Insurance Company
Fidelity and Surety Department
Seattle 14, Washington

Gentlemen:

We have today received a letter from the Industrial Accident Commission stating that their claim in the amount of $770.47 has been paid in full directly from A. H. Saxton and Sons. This claim was filed for unpaid contributions due from Allen E. Sackett, a sub-contractor for A. H. Saxton and Sons on State Highway Contract 3251 for grading and surfacing the Squally Hook-Quinton Section of the Columbia River Highway in Gilliam County.

This information is furnished to your Company inasmuch as it appears as surety on the performance bond furnished with Contract 3251.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
cc - United Pacific Insurance Company
627 Board of Trade Building
Portland 4, Oregon
Durham and Bates
901 S. W. Washington
Portland 5, Oregon
A. H. Saxton & Sons
Route 2
Corvallis, Oregon
Mr. Allen E. Sackett
P. O. Box 296
Hood River, Oregon

NOTED ON CARD
12-4-51

RECEIVED
NOV 1951
FOR FILING

71-24(5)

3251

October 25, 1951

A. H. Saxton & Sons
Burns
Oregon

Gentlemen:

The State Highway Commission, at its meeting held on October 11, 1951, had under discussion your request for an extension of time of 13 days, from June 16 to June 29, 1951, within which to complete your contract No. 3251 for grading and surfacing on the Squally Hook-Quinton Section of the Columbia River Highway in Gilliam County.

I am pleased to inform you that the Highway Commission granted your above request without penalty, however, the penalty assessed previously shall remain in force to June 16,1951. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query
Acting Secretary

gl

cc: Wm. E. Chandler,
Division Engineer

A. V. Benedict,
Resident Engineer

H. G. Smith,
Construction Engineer

NOTED ON CARD

RECEIVED
OCT [illegible] 1951
FOR FILING

41-34[illegible]

3251

October 9, 1951

United Pacific Insurance Co.
Fidelity & Surety Department
Seattle 14, Washington

Gentlemen:

State Highway Contract No. 3251 for work performed on the Squally Hook-Quinton Section of the Columbia River Highway in Gilliam County was completed by the contractor, A. H. Saxton & Sons, on June 29, 1951 but has not as yet been accepted by the Commission.

Final payment in the amount of $10,098.90 will be released to the contractor after acceptance by the Commission, provided outstanding claim has been paid and this office advised. The total contract amount is $426,403.20, and no force account work was performed on the project.

There is a claim filed against this project by the State Industrial Accident Commission for unpaid contributions due in the amount of $770.47, of which you have been previously notified.

We are sending you this notice to you as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Durham & Bates
901 S.W. Washington
Portland 5, Oregon

Portland Branch Office

NOTED ON CARD

10-[illegible]-51, g(

RECEIVED
OCT 5 1951
FOR FILING

41-24(5)

3251

October 4, 1951

Oregon State Highway Commission

Request for Extension of Time
No. 16
October 11 and 12 Meeting

Gentlemen:

Herewith is a request from A. H. Saxton & Sons for an extension of time on Contract No. 3251, Squally Hook-Quinton Section of the Columbia River Highway, from June 16, 1951 to June 29, 1951.

All work on this project was completed by June 16, with the exception of the final coat of paint on the guard-rail. The contractor had difficulty in securing steel guard-rail materials, which necessarily delayed the installation and the painting.

There was no delay to the traveling public, and I would recommend that the extension be granted without penalty. Mr. O. G. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. H. G. Smith

HGS: bl

RECEIVED
OCT 1 - 1951
FOR FILING

FI-24(5)

3251

Mrs Lewis

September 28, 1951

Honorable Earl T. Newbry
Secretary of State
State Capitol Building
Salem, Oregon

Dear Sir:

We acknowledge with thanks your letter of September 19, to which was attached three copies of a claim filed with your office by the State Industrial Accident Commission against Allen E. Sackett, a subcontractor, under A. H. Saxton and Sons. This claim in the sum of $770.47 is for unpaid contributions owed by Mr. Sackett in connection with his work in the grading and surfacing of State Highway Contract No. 3251 in which A. H. Saxton and Sons are the principal. The claim bears your file No. 3295.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FQ:je

NOTED ON CARD
2-25-52 JC

RECEIVED
OCT 1 - 1951
FOR FILING

FI-39(8)

3251

Mrs Lewis

September 28, 1951

United Pacific Insurance Company
Fidelity and Surety Department
Seattle 4, Washington

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by the State Industrial Accident Commission against Allen E. Sackett, a subcontractor, and A. H. Saxton and Sons, principal. The claim is for contributions owed to the Accident Commission by Mr. Sackett as a subcontractor on State Highway Contract No. 3251 for grading and surfacing the Squally Hook-Quinton Section of the Columbia River Highway in Gilliam County.

We pass this information on to your company as it appears as the surety on the performance bond furnished in connection with the above described contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FQ:je
Encl.

cc: United Pacific Insurance Company
Fidelity and Surety Department
Portland Branch Office
627 Board of Trade Building
Portland 4, Oregon

cc: Durham and Bates
901 S. W. Washington
Portland 5, Oregon

cc: A. H. Saxton and Sons
Route 2
Corvallis, Oregon

[illegible]
9-28-51

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

September 19, 1951

3251

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from the State Industrial Accident Commission, Salem, Oregon, and filed as of this date, a Notice of Claim for contributions in the sum of $770.47, based on an audit of the payroll of Allen E. Sackett, a sub-contractor under A.H.Saxton and Sons, through October 21, 1950, against the bond taken from A.H.Saxton & Sons, Principal, and United Pacific Insurance Company for the work of grading and surfacing the Squally Hook-Quinton Section of the Columbia River Highway in Gilliam County. State Highway Contract No. 2351. Our File No. 3295.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

Earl T. Newbry

Secretary of State

N:Fb
Enc

RECEIVED
SEP 20 1951
OREGON
STATE HIGHWAY COMMISSION

State Industrial Accident Commission
Salem, Oregon

Form 69

COPY

September 18, 1951

RE: Firm No.130108, Allen Sackett,
Hood River, Ore.

Oregon State Highway Commission,
State Highway Building,
Salem, Oregon.

Gentlemen:

Notice is hereby given that the undersigned, the State Industrial Accident Commission, has a claim for contributions in the sum of $770.47, based on an audit of the payroll of Allen [illegible].Sackett, a sub-contractor under A.H.Saxton and Sons, through October 21, 1950, against the bond taken from A.H.Saxton & Sons and United Pacific Insurance Company for the work of grading and surfacing the Squally Hook-Quinton Section of the Columbia River Highway in Gilliam County, State Highway Contract No.2351.

It is our understanding that this contract was completed on June 29, 1951, and therefore the amount given should represent our total claim against the bond.

STATE INDUSTRIAL ACCIDENT COMMISSION

H. G. Osborn
H.G. Osborn
Assistant Commissioner

HGO:FD

CC-Secretary of State,
Capitol Building,
Salem, Oregon.
CC-United Pacific Insurance Co.,
Durham and Bates,
901 S.W. Washington,
Portland 5, Oregon.
CC-A.H.Saxton and Sons,
Route 2, Box 200,
Corvallis, Oregon.

[illegible]
Filed [illegible]
[illegible]
Earl T. Newbry, Secretary of State.

RECEIVED
OCT 1 - 1951
FOR FILING

41-24(1)

3251

September 27, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

Will you kindly concur in an Extension of Time on Contract No. 3251, Squally Hook-Quinton Section of the Columbia River Highway, Ore. FL-24 (5), from June 16th, 1951 to June 29th, 1951, to A. H. Saxton & Sons, Contractor.

All work on this project was completed by June 16th, with the exception of the final painting of the guard rail. The contractor has had some difficulty in securing guard rail materials which delayed his installation, and therefore necessarily delayed the painting.

I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc H. G. Smith

sh

RECEIVED
SEP 24 1951
FOR FILING

FI-24 (5)
3251

Mrs Lewis

September 20, 1951

Industrial Accident Commission

PUBLIC SERVICE BUILDING

Attention Mr. N. E. Osborn

Gentlemen:

This is to acknowledge your letter of September 18 in which you make a claim for unpaid contributions owed by Allen E. Sackett, subcontractor under A. H. Saxton and Sons, on State Highway Contract No. 3251. Your claim will be noted in our records and files, and we will also advise the surety and the contractor that it has been received.

We note that a carbon copy of your letter has been sent to the Secretary of State. We presume that this is intended to serve as a filing with the Secretary of State to protect your claim for a period longer than six months following completion and acceptance of the contract. As stated in your letter, the contract was completed on June 29, 1951 but to date has not been accepted by the Commission.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FAQ:ehr

[illegible]

9-20-51

INDUSTRIAL ACCIDENT COMMISSION

COLLECTIONS DIVISION
H. E. OSBORN, ASSISTANT COMMISSIONER

SALEM, OREGON

PAUL E. GURSKE
T. MORRIS DUNNE
L. O. ARENS
COMMISSIONERS

September 18, 1951

HEO: Firm No.130108, Allen Sackett,
Hood River, Ore.

3251

Oregon State Highway Commission,
State Highway Building,
Salem, Oregon.

Gentlemen:

Notice is hereby given that the undersigned, the State Industrial Accident Commission, has a claim for contributions in the sum of $770.47, based on an audit of the payroll of Allen E.Sackett, a sub-contractor under A.H.Saxton and Sons, through October 21, 1950, against the bond taken from A.H.Saxton & Sons and United Pacific Insurance Company for the work of grading and surfacing the Squally Hook-Quinton Section of the Columbia River Highway in Gilliam County, State Highway Contract No.2351.
3251

It is our understanding that this contract was completed on June 29, 1951, and therefore the amount given should represent our total claim against the bond.

STATE INDUSTRIAL ACCIDENT COMMISSION

HEOsborn
H.E.Osborn
Assistant Commissioner

HEO:FB

CC-Secretary of State,
Capitol Building,
Salem, Oregon.
CC-United Pacific Insurance Co.,
Durham and Bates,
901 S.W. Washington,
Portland 5, Oregon.
CC-A.H.Saxton and Sons,
Route 2, Box 200,
Corvallis, Oregon.

BY SECRETARY

9-19-51 gf

RECEIVED
SEP 24 1951
FOR FILING

Mrs Lewis

FI-24(5)

3251

September 20, 1951

United Pacific Insurance Company
Durham and Bates
901 S. W. Washington
Portland 5, Oregon

Gentlemen:

We have received a letter dated September 18 from the State Industrial Accident Commission advising that Allen E. Sackett owes them $770.47 for unpaid payroll contributions on State Highway Contract No. 3251 which was awarded to A. H. Saxton and Sons for grading and surfacing the Squally Hook-Quinton Section of the Columbia River Highway in Gilliam County.

Mr. Sackett operated as a subcontractor on this job.

We forward this information to you as your company appears as surety on the performance bond furnished with State Highway Contract No. 3251.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FAQ:ehr

cc United Pacific Insurance Company
Fidelity and Surety Department
Seattle 14, Washington

A. H. Saxton and Sons
Allen E. Sackett

NOTED ON CARD
9-20-51, gl

RECEIVED
JUL 2 - 1951
FOR FILING

FI-24 (5)

3251

July 20, 1951

Oregon State Highway Commission

Gentlemen:

Our final computations indicate that the project authorization on the Squally Hook-Quinton Section of the Columbia River Highway will overrun approximately $29,000, which is a 6.9% overrun. The major portion of the overrun, in the amount of $15,262, was caused by slides in blow-sand areas, resulting in an overrun in excavation quantities of approximately 27,000 cubic yards. Due to the long period in which sprinkling was required in order to try to hold down the dust for the traveling public, sprinkling overran in the amount of $8,896. Other minor overruns in amount of crushed rock materials in the rock base made up the balance of the $29,000 overrun.

This matter will be on the next agenda, and authority is requested to increase the project authorization $29,000, in order that final payment may be made to the contractor.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me hi
cc Mr. Williams
Mr. Probert
Mr. H. G. Smith

RECEIVED
JUL 23 1951
FOR FILING

EL-24 (5)
3251

July 20, 1951

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Building
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to A. N. Saxton & Sons on contract No. 3251, for grading and surfacing on the Squally Hood-Quinton Section of the Columbia River Highway in Gilliam County. This payment, in the amount of $2,880.77, will be made on or after July 30, 1951. The retained percentage is $12,500.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Portland Branch Office

Durham & Bates
901 S. W. Washington
Portland 5, Oregon

NOTED ON CARD
7-20-51 gl

RECEIVED
JUL 9 1951
FOR FILING

FI-24(5)

3251

July 2, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on June 29, 1951 on Contract No. 3251, Squally Hook-Quinton Section, in connection with Federal Aid Project No. FI-24 (5).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

NOTED
W. C. WILLIAMS

DBP:mw

Form E-1—10M—7-50

71-24 (5)

OREGON STATE HIGHWAY COMMISSION
Field Engineer's Weekly Report
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 30, 1951

Section Squally Hook - Quinton

Kind of work Grading & Bituminous Macadam Surf.

Highway Columbia River

Section prefix 11-1009

Contractor A.H. Saxton & Sons

Contract number 3251

Date of contract Nov. 18, 1949

Date of completion Sept. 30, 1950

Date work started Nov. 30, 1949

Estimated date of completion

Amount of contract $386,701.00

Per cent of time elapsed 186 %

Estimated cost of completed project, exclusive of engineering $427,250

Per cent of contract completed, based on total contract price %

Engineering cost to date $ 24,050, 6.2 %

Date project was completed June 29, 1951

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

3-man crew finished painting guard rail and sight posts, and cleaning up the shoulders, Friday aftrenoon.

All computations for the final estimate have been completed, and the semi-final will be forwarded as soon as the necessary reports and statements have been completed.

Approximately $3000 has been spent to date by State forces in protecting and stabilizing sand slopes at station 309. An additional $1000 is being shown on the cost summary as the estimated cost of completing this work.

FINAL REPORT

NOTED
H. W. LIBBY

NOTED
H. G. SMITH

RECEIVED
JUL 1 1951
OFFICE OF
CONSTRUCTION ENGINEER

Signed A.V. Benedict

Address Box 420, The Dalles

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

NOTED
B. A. MARTIN

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
JUL 19 1951
FOR FILING

71-24(5)

3251

June 27, 1951

C
O
P
Y

Armco Drainage & Metal Products, Inc.
North Pacific Division
2321 S. E. Gladstone Street
Portland 2, Oregon

Attention: Mr. Duran B. Souls, Credit Manager

Gentlemen:

The Squally Hook-Quinton Section of the Columbia River Highway awarded to A. H. Saxton & Sons, State Highway Contract No. 3251, is expected to be completed about July 10, 1951.

The Sherars Grade-Grass Valley Contract No. 3247, awarded to Edwin C. Gerber, is expected to be completed by June 30, 1951, which is the date of the time extension granted.

This information is in reply to your letter of June 26, 1951.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By____________________
Assistant Secretary

FAQ:ls

ARMCO DRAINAGE & METAL PRODUCTS, INC.
North Pacific Division
2321 S. E. Gladstone Street, Portland 2, Oregon

June 26, 1951

C
O
P
Y

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We are writing to inquire concerning the completion dates of two projects for which we have furnished material and the accounts of which remain unpaid.

The Squally Hook-Quinton project (State Highway Contract No. 3251) awarded to A. H. Saxton and Sons had been granted an extension of time to June 16. Has this project been completed, and could you furnish us with the date?

Edwin C. Gerber, prime contractor on the job known as surfacing and rock production on the Sherars Grade-Grass Valley Section of the Sherars Bridge Secondary Highway in Sherman County, was also furnished material by this company, the invoices as yet unpaid. The time for completion of this project had been extended until June 30, and we would like to know if this date is still scheduled as the completion or what the status of this job is at the present time.

The above information will be greatly appreciated. Thank you.

Very truly yours,

ARMCO DRAINAGE & METAL PRODUCTS, INC.

/s/ Durna B. Souls

Credit Manager,
North Pacific Division

Duran B. Sould;md

RECEIVED
1951
FOR FILING

FI - 24(5)

3251

2636

ASSIGNMENT

Date: April 26, 1951 | No. 2636
By [illegible]

Description: Bill No. 26 from Western Union covering expenses for patrolling lines between The Dalles and Arlington on the Squally Hook-Quinton project.

Acknowledged by _____ Referred to Gardner

Investigate and report with recommendation
XX [illegible] such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ____________ signature
Note State not responsible for repairing line breaks.

71-24(5)
3251

Assignment executed 5-21-51 Report received ________

Remarks: Approved pay't on Watchmen only - cost of Line break to be borne ~~by~~ Contr.
CAG

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

RECEIVED
JAN 8 - 1951
FOR FILING

71-24(5)

3251

December 29, 1950

A. H. Saxton & Sons
Route 2
Corvallis, Oregon

NOTED
H. B. GLAISYER

Gentlemen:

The State Highway Commission, at its meeting held on December 19, 1950, had under discussion your request for an extension of time of 258 days, from September 30, 1950 to June 16, 1951, within which to complete your contract No. 3251 covering the Squally Hook-Quinton Section on the Columbia River Highway, Gilliam County.

The Highway Commission granted the extension of time but assessed as a penalty the cost of engineering from September 30, 1950 to the date of completion of the contract. I was also instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: Wm. E. Chandler,
Division Engineer

A. V. Benedict,
Resident Engineer

M. G. Smith

12-29-50, jc

RECEIVED
[illegible] 1950
FOR FILING

YELLOW FILE COPY

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

41-24 (5)

3251

November 30, 1950

Request for extension of time
No. 2
December 19 and 20 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from A. A. Saxton & Sons for an extension of time on Contract No. 3251, Squally Hook-Quinton section of the Columbia River Highway, from September 30, 1950 to June 16, 1951.

The contractor did not prosecute his work in a manner which would enable him to complete the grading and surfacing sufficiently early in the year to permit oiling during seasonable weather.

I would recommend that the extension be granted with the assessment of engineering penalties from September 30 to the date of completion. Mr. T. R. Davis of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

M. S. Stiffler

M. S. Stiffler
Acting State Highway Engineer

Encl.
cc Mr. W. C. Williams
Mr. H. G. Smith

hi

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NOV 27 1950
FOR FILING

71-24 (5)

3251

November 24, 1950

Mr. T. M. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time on Contract No. 3251, Squally Hook-Quinton Section of the Columbia River Highway, Ore. FI-24 (5) from September 30, 1950 to June 16, 1951 to A. H. Saxton & Sons, Contractors.

The Contractor did not complete the grading and surfacing sufficiently early in the year to permit the oiling during seasonable weather.

I would recommend that the extension be granted with the assessment of engineering penalty from September 30 to the date of completion.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc: H. G. Smith

RECEIVED
OCT 30 1950
FOR FILING

71-24(5)

3251

October 30, 1950

United Pacific Insurance Co.
Fidelity and Surety Dept.
Seattle 14, Wash.

Gentlemen:

It is the intention of the State Highway Commission to release to A. H. Saxton & Sons a portion of the funds that heretofore have been retained by the Commission, in connection with contract No. 3251 covering the Squally Hook-Quinton Section of the Columbia River Highway in Gilliam County. This payment, which is in the amount of $16,502.58, reduces the retained percentage to $12,500.00 lump sum. The present payment to the contractor will be made on or after November 9, 1950.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as your Company appears as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

Durham & Bates

NOTED ON CARD

11-30-50

RECEIVED
OCT 31 1950
FOR FILING

71-24(5)

3251

October 27, 1950

A. H. Saxton & Sons
Hermiston, Oregon

Gentlemen:

In view of the fact that you have been forced by weather conditions to carry over to 1951 a small part of the work involved under your contract for the Squally Hook-Quinton Section (Contract No. 3251), it has been considered equitable to reduce the percentage retainage on that contract from $29,002.58 to a lump amount of $12,500 which is approximately three per cent of our present estimate of the total amount to be earned under the contract.

Voucher covering payment to you of the $16,502.58 released by this reduction in retained amount is being mailed to you by our accounting division.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

RECEIVED
OCT 12 1950
FOR FILING

FI-24(5)

3251

Salem, Oregon
October 10, 1950

Mr. J. M. Devers

Under date of October 2 you addressed a letter to me, having reference to a claim of a Mr. Bashaw of Portland, who claims that he damaged his car while driving through some construction work east of The Dalles.

We have had this matter investigated, and we can find no one who has a definite knowledge of the particular accident concerning Mr. Bashaw's automobile. We do know, however, that the contractor on the Squally Hook-Quinton Section of the Columbia River Highway, on which project the accident occurred, was very lax in his maintenance of a suitable traveled way through his construction operations. He was warned repeatedly by the engineer to improve conditions pertaining to the passage of traffic, but he seemed to be without ability to properly handle the traffic situation. We have had other complaints other than Mr. Bashaw's, and it is very probable that the damage Mr. Bashaw claims was a result of the contractor's carelessness.

The grading on the project is now finished, so there will be no further such occurrences on this job. As to Mr. Bashaw's claim, it would appear that his only manner of collecting would be through a claim lodged with the contractor's surety company. On this particular job the prime contractor is A. H. Saxton and Sons of Corvallis, Oregon. The subcontractor who did the grading work was Allen E. Sackett of Hood River, Oregon.

W. C. Williams

WCW:me

FORM E-90 25M 5-50 40900

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 6th, 1950

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Dear Sir:

In regard to Mr. Devers' letter of October 2nd, and Mr. Benedict's information, I wish to advise that the grading on the Squally Hook-Quinton Section has been completed, and the surfacing has been under way for about ten days so that it should be completed, and there is no reason to anticipate any further damage to cars.

It was necessary to carry the traffic over a large portion of the work where the grade was being changed. The contractor, Allen Sackett, had very little ability to handle traffic in a satisfactory manner, and it is a natural assumption that Mr. Bashaw was probably driving his car in a normal manner and struck an embedded rock, as he claims.

NOTED
W. C. WILLIAMS

On the other hand, Mr. Bashaw may have some merit in his contention that the Department is responsible when we let work to contractors who are unwilling to take necessary pains to protect the public. Certainly the engineers on the job have done everything possible to get Sackett to keep his road in a more satisfactory condition.

I feel, therefore, that Mr. Devers should advise Sackett's bonding company that we feel it is their responsibility to investigate this case.

Very truly yours,

HGSmith

H. G. Smith
Construction Engineer

HGS:AR

ASSIGNMENT

No. 2205 Lew

ctober 4, 1950

By

Description: J. M. Devers' letter of October 2 regarding claim by a Mr. Bashaw of Portland for damage to his car by partially submerged rock which he struck (~~our file attached~~)

Acknowledged by _____ Referred to __ Smith ✓ ________

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for __________________ signature

____

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Assignment executed 10-10-50 me Report received ________

Remarks: Can you get a report from Chandler or Smith?

WCW

FORM E-30 25M 9-48 34662

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

The Dalles, Oregon
October 5, 1950

SUBJECT:

To:

Mr. J.M. Devers,
Chief Counsel,
Salem, Oregon.

Dear Sir:

Replying to your letter of Sept. 21st regarding complaint by Mr. Basham, who claims damage to his car on the Squally Hook - Quinton Section of the Columbia River Highway:

Only the grading subcontractor, Allen E. Sackett, was working on this project at the time in question. His forces are now badly scattered, but I can find no one who admits knowledge of this particular accident. None of our men were out there at 6:50 P.M.

There have been a number of cars thru the Summer which have been damaged by driving over rocks too high to clear. Some of these rocks were loose on the grade and some embedded. The contractor is undoubtedly liable for some damage of this sort, but it would seem that the claim should be against the contractor or his surety.

Very truly,

AV Benedict
A.V. Benedict
Resident Engineer.

cc: Mr. H.G. Smith ✓
Mr. W.E. Chandler

FORM E-80 25M 6-49 32602

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 2, 1950

SUBJECT:

To: Mr. R. H. Baldock
State Highway Engineer

OFFICE

Williams: Please advise me

Dear Mr. Baldock:

I have received today a letter from Mr. Bashaw of Portland, which letter is addressed to Saxton Construction Company, Allen Sackett, Contractor, and the State of Oregon Highway Commission. Mr. Bashaw claims that while driving on the highway east of The Dalles he struck a partially submerged rock resulting in damage to his car.

Some days ago I acknowledged a letter from this same party addressed to the Highway Commission and directied to my attention and at that time I gave him the names of the State's contractor and subcontractor, and it appears that he is now presenting his claim to them; however, he is still holding the Highway Commission liable. I wish you would get the facts in this matter and let me have them so that I will know how to deal further with this claim.

In Mr. Bashaw's letter of recent date he says that John Mathieson, who it appears operates a service station at Rufus, told him that a number of automobiles have had the same trouble and he charges that the trouble is due to the faulty manner in which the highway is being constructed and policed. I will appreciate any information you can get for me.

Yours very truly,

J. M. Devers

J. M. DEVERS

NOTED
W. C. WILLIAMS

JMD:JK

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[illegible] 1950
FOR FILING
7I-24(5)

3251 R. W. SIKORA
AREA SUPERINTENDENT
PLANT AND ENGINEERING

THE WESTERN UNION TELEGRAPH COMPANY
PORTLAND AREA
PORTLAND 5, ORE.

July 17, 1950

POLE LINES & WIRES - Maintenance

Mr. W. C. Williams
Asst. State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

This will acknowledge receipt of your letter of June 26, embodied in which is the authority to bill the Oregon State Highway Department for the expense incurred by the Telegraph Company in protecting its pole line and circuits from blasting operations being conducted between The Dalles and Arlington, Oregon.

Due to contractual revisions between the OWRR&N Railroad and the Telegraph Co., the former on July 1, 1950 assumed henceforth the responsibility of taking any protective measures which might be necessary to safeguard the continuity of communication circuits on its rights of way.

Consequently, insofar as concerns this specific project, the Telegraph Co. will incur no expense additional to that incurred up to July 1, 1950, and will in the near future in accordance with the above mentioned authority, submit its bill for the total amount recoverable by the Telegraph Co. from your Department.

[illegible]

Yours very truly,

RWSikora

Area Superintendent
Plant & Engineering

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FORM [illegible]

71-24(5)

3251

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 3rd, 1950

SUBJECT:

NOTE
W. C. WILLIAMS

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

Dear Sir:

Reference is made to the letter from Mr. Polk, Senior Highway Engineer, Bureau of Public Roads, regarding the slope seeding and oiling on the Squally Hook-Quinton Section of the Columbia River Highway.

The first seeding was done with emulsified asphalt, which formed a very thick mat easily displaced, as the emulsion did not penetrate the surface of the sand. The seed, however, sprouted perfectly, but shriveled soon after due to the hot sun on the asphalt. At the present time there is some appearance of vegetation on the surface, and the seeding may still prove successful.

Owing to the fact that the emulsion formed such an easily displaced mat, it was next decided to try fuel oil, which has been used by the railroad in that vicinity. This forms an almost perfect mat with respect to penetration without the black discoloration of the slopes, since the sand and oil form a grayish color not noticeably different than the natural ground. They also were successful in following Eastern practice and vertilizing and seeding the ground at the same time the water was applied. The fuel oil, since it readily penetrates the sand, forms a mat of considerable thickness, which as yet has not checked and probably will not be so conducive to the growth of vegetation as emulsion and SC-1.

Present indications, both on last year's job and the present job, are that seeding under the oil mat has considerable value, although I think that the fuel oil may prove more successful in holding the slopes.

Very truly yours,

H G Smith

H. G. Smith
Construction Engineer

HGS:AR

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1950
FOR FILING

FI-24(5)

Fi

July 3, 1950

Mr. T. H. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Attention: Mr. C. C. Polk

Dear Sir:

Reference is made to your letter dated June 13, 1950, regarding Order for Extra Work No. 2, covering sprinkling of seeded slopes on the Squally Hook-Quinton Section of the Columbia River Highway in Gilliam County, Contract No. 3251, Federal Aid Project No. FI-24 (5).

Request for Federal participation is hereby withdrawn. Payment of the Extra Work items will be made on a nonparticipating basis.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

BBF:gs

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

June 13, 1950

[illegible]
HIGHWAY COMMISSION

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Returned herewith for further information, justification and probable revision are five copies of Order for Extra Work No. 2 covering sprinkling of seeded slopes on Project FI 24(5), Squally Hook--Quinton Section of the Columbia River Highway.

The specifications for the bid item of sprinkling appear broad enough to cover payment of the desired slope watering. However, it is improbable that such work was contemplated either by the general or special provision. Accordingly, we are inclined to withhold recommendation for approval unless you can furnish full justification for not including the proposed work in the sprinkling item. It must be clearly shown that the nature of the work is different from that provided for by the bid which may involve legal as well as engineering considerations.

A report of an inspection of the project infers that slope seeding has been a failure and that a further expenditure of $1,500 for watering would be a waste of funds. Apparently the seed never germinated and the conclusion has been reached that it has been either blown or washed away.

It has also come to our attention that seeding and fertilizing was accomplished in one operation by pumping and sprinkling a mixture composed of water, seed and fertilizer onto the slopes. We presumed this method was evolved and performed by the contractor on his own initiative without extra payment therefor. In the event Extra Work Order No. 2 includes the costs of any or all the elements of such construction, it cannot be recommended for approval since it not only involves portions of a bid item but should have been submitted for our review and comment prior to starting the work.

Unless the above statements can all be satisfactorily answered, we suggest withdrawal of the Work Order as a participating item.

Very truly yours,

T. M. DAVIS
District Engineer
By: C.G. Polk
C.G. Polk
Senior Highway Engineer

Handle on non-participating basis. J

Encls.

Approval recommended: /s/ [illegible]
Asst. Division Engineer

Approved: /S/ W. C. Williams
Assistant State Highway Engineer

State Printing Dept. 20167

C
O
P
Y

OREGON STATE HIGHWAY DEPARTMENT

ORDER FOR EXTRA WORK

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Squally Hook-Quinton

Date, May 18, 1950

Highway Columbia River

Contract No. 3251

County Gilliam

Prefix 11-1009

Contractor A. H. Saxton & Sons

F. A. Project No. FI-24 (5)

Address Route 2, Corvallis, Oregon

Order No. Two

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Water slopes, to be seeded under item No. 30

Location by station numbers:

Seeded slopes throughout project

Estimate of quantities and cost:

Labor and Equipment Rental	$1,500

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Watering arranged with contractor at instigation of Landscape Engineer. Necessary to install pump on sprinkler tank and operate on an experimental basis. No way of estimating cost in advance.
Watering slopes not provided for in contract.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $421,991.10

Present estimate of project cost, including $1,500.00 for work under this order $421,991.10

Expected under-run over-run (amount) $

Expected under-run over-run (per cent) $

Space to right of this line is for use of Salem Office

Submitted by: /s/ A. V. Benedict
Resident Engineer

Approval Recommended: /s/ H. G. Smith
Construction—Bridge—Engineer

Approval Recommended: /s/ Dean Swift
Asst. Division Engineer

Approved: /s/ W. C. Williams
Assistant State Highway Engineer

State Printing Dept. 30167

FORM E-30 25M 7-46

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 26, 1950

SUBJECT: Extra Work Order No. 2
Project FI 24(5)
Squally Hook-Quinton Section
Columbia River Highway

To: Mr. S. H. Probert
Office Engineer

Attention: Mr. D. B. Parkes

Reference is made to the attached letter from the Bureau of Public Roads relative to the sprinkling of seeded slopes on the subject project.

The slope seeding and oiling on this contract has been subject to so much controversy and, as apparently the Bureau engineers are prejudiced against the methods employed, I would recommend that the approved work order be paid from State funds without requesting their participation. The following comments are submitted should it be determined that the work order should be resubmitted for Federal participation.

There is nothing comparable between the sprinkling of the roadbed and the sprinkling of cut or fill slopes prior to the seeding of grass, except that both operations use water. It is doubtful that the item of "Sprinkling" proposed could be included in the normal contract item "Sprinkling," but should be included with special specifications under the item "Preparing and Seeding of Slopes." It was omitted in this case as an economy measure and as it had not been included in prior contracts to my knowledge. On receipt of additional information from the state of Texas on this subject, from general knowledge that moisture is a requisite to germination and, after observing the dry condition of this soil even in the height of the rainy season, it was recommended that this additional work be authorized. The spray bar equipment that the contractor had on hand for roadbed sprinkling could not be utilized on the slopes. It was necessary for him to obtain a fire pump which would furnish the pressure and spray necessary to reach the slopes. This type of equipment is not necessary for the work contemplated under the construction item "Sprinkling."

It is believed that it is too early to reach the conclusion that the slope seeding was a failure. The addition of the water to the slopes was an added precaution to make the seeding a success and it is not considered that this can be construed as a waste of funds.

The combination under one operation of seeding and fertilizing by admixing these components with water was not evolved and performed by the contractor on his own initiative. The method was arrived at in consultation with a representative of this office and we are merely taking benefit of the experience of several of the Eastern states who have pioneered in slope seeding in solution at a great reduction in the cost of the operation. It is a proven success and is no longer regarded as an experiment.

There is attached a copy of the letter received from Resident Engineer Benedict, giving a breakdown of charges. Although the distribution of costs seems to be equitable, there is an overlapping between the work performed under the Extra Work Order No. 2 and the seeding performed by the contractor.

Mark H. Astrup

Mark H. Astrup
Landscape Engineer

MHA: be

Attachments

cc: W. C. Williams
H. G. Smith
W. E. Chandler

FORM E-30X 15M 1-49 29024

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

The Dalles, Oregon
June 19, 1950

SUBJECT: Slope watering,
Squally Hook - Quinton Section

To:

Mr. E.A. Meola,
Landscape Architect,
Salem, Oregon.

C
O
P
Y

Dear Sir:

In response to your telephone request, I submit the following account of the slope watering or sprinkling operation on the Squally Hook Project:

Watering was arranged with the contractor after telephone instructions from the division office. A price agreement was out of the question, as there was no way of knowing what the cost would be. Mr. Saxton said he did not know what he was getting into, and didn't feel like risking anything on it. An extra work order was drawn up and submitted for approval. This is extra work order No. 2, now approved.

A fire pump was shipped out from Portland and mounted on top of one of the water trucks. Seeding of slopes, and watering, started May 18th. The contractor took advantage of the watering operation by dissolving fertilizer in the water at a rate to approximate the required spread per acre. It was soon discovered that the grass seed would remain in reasonable suspension, so it was placed in the water also. An extra man was placed on the truck to keep the seed stirred and help with the pump. We are paying for the truck driver and the man on the fire nozzle. The contractor pays for the man to take care of the seed. We are also paying rental for the water truck, part rental on the pump and equipment used for loading the water truck, and full invoice rental on a pressure fire pump out of Portland.

Slope watering was discontinued last week and the contractor instructed to return the fire pump to Portland. Cost of the entire operation will be between $1200 and $1500.

cc: Mr. H. G. Smith
Mr. W. E. Chandler

Very truly,

/s/

A.V. Benedict
Resident Engineer.

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JUN 27 1950
FOR FILING

FI-24(5)

3251

June 26, 1950

1455

Mr. R. W. Sikora, Area Superintendent
Plant and Engineering
Western Union Telegraph Company
Portland 5, Oregon

Dear Sir:

This is your authority to bill the State Highway Department for the patrol of your lines during construction operations on the Squally Hook-Quinton Section of the Columbia River Highway. I am advised by the Division Engineer that all the blasting in the immediate vicinity of the railroad has been finished, and he feels any danger in the future will be reduced to the minimum.

Inasmuch as our agreement with the contractor distinguishes between normal protection and unusual protection and also provides that the contractor is to assume full responsibility for any damage to the telegraph and signal lines and for the cost of repairing them, I would appreciate it if your bill could be separated into expense caused by normal hazards and that caused by unusual hazards and repairs. When your linemen are merely patrolling as a cautionary measure, that should be set forth in the bill separate from where they are actually replacing wires or poles damaged or destroyed by the contractor.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. Dean Swift
Mr. A. V. Benedict

June 20, 1950

ASSIGNMENT

No. 1955 [illegible]
By

Description: R. W. Sikora's letter of June 16 (Western Union Telegraph Co.) re blasting operations between The Dalles and Arlington

Acknowledged by _ _ _ _ _ Referred to _ _ Smith _ _ _ _ _ _ _ _ _ _ _

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
[✓ XX Return with rough draft of reply]
Please prepare for _ _ _ _ _ _ _ _ _ _ _ _ _ _ signature

Assignment executed 6-23-50 me Report received

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Remarks:

THE WESTERN UNION TELEGRAPH COMPANY
PORTLAND AREA
PORTLAND 5. ORE.

R. W. SIKORA
AREA SUPERINTENDENT
PLANT AND ENGINEERING

June 16, 1950

POLE LINES & WIRES - Maintenance

Mr. R. H. Baldock, Director of Highways
Oregon State Highway Department
Salem, Oregon

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Dear Sir:

As a result of blasting operations being conducted for your department between The Dalles and Arlington, Oregon it has been, and will be necessary for the Telegraph Co. to maintain an almost constant patrol of its line at the locations where blasting has been and will be undertaken in close proximity thereto.

As our line is located on the right of way of the OW RR & N Railroad, it is the position of the Telegraph Co. that all expense incurred by us for the specific and exclusive purpose of protecting our circuits from the effects of the previously mentioned blasting operations is recoverable from the State of Oregon.

Because the amount of the billable expense is contingent upon the length of time blasting operations continue, it is difficult for us to furnish you with a near estimate of the total cost.

From the information available to us, however, it appears that a sum of $3500.00 may be expended for solely protective measures patrolling before your operations in the area under discussion are completed.

It is presently estimated that there will be no major items of plant damaged, however, if in the prosecution of the work it is discovered that major items of plant are destroyed or damaged, our estimate must be revised upward, and we will expect reimbursement.

NOTED
W. C. WILLIAMS

We are requesting, therefore, that you address to us a letter authorizing us to bill you for actual expense incurred plus the customary supervision charges.

Please advise if this is a Federal Aid project coming under the provisions of GAM 299 or is it a project financed solely by the State of Oregon.

Yours very truly,

RWSikora
Area Superintendent
Plant & Engineering

RECEIVED
JUL 19 1950
FOR FILING
FORM E-30X 15M 1-49 25024

FI-24(5)

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

NOTED
W. C. WILLIAMS

Salem, Oregon
June 26, 1950

To: Mr. S. H. Probert
Office Engineer

SUBJECT: Extra Work Order No. 2
Project FI 24(5)
Squally Hook-Quinton Section
Columbia River Highway

Attention: Mr. D. B. Parkes

Reference is made to the attached letter from the Bureau of Public Roads relative to the sprinkling of seeded slopes on the subject project.

The slope seeding and oiling on this contract has been subject to so much controversy and, as apparently the Bureau engineers are prejudiced against the methods employed, I would recommend that the approved work order be paid from State funds without requesting their participation. The following comments are submitted should it be determined that the work order should be resubmitted for Federal participation.

There is nothing comparable between the sprinkling of the roadbed and the sprinkling of cut or fill slopes prior to the seeding of grass, except that both operations use water. It is doubtful that the item of "Sprinkling" proposed could be included in the normal contract item "Sprinkling," but should be included with special specifications under the item "Preparing and Seeding of Slopes." It was omitted in this case as an economy measure and as it had not been included in prior contracts to my knowledge. On receipt of additional information from the state of Texas on this subject, from general knowledge that moisture is a requisite to germination and, after observing the dry condition of this soil even in the height of the rainy season, it was recommended that this additional work be authorized. The spray bar equipment that the contractor had on hand for roadbed sprinkling could not be utilized on the slopes. It was necessary for him to obtain a fire pump which would furnish the pressure and spray necessary to reach the slopes. This type of equipment is not necessary for the work contemplated under the construction item "Sprinkling."

It is believed that it is too early to reach the conclusion that the slope seeding was a failure. The addition of the water to the slopes was an added precaution to make the seeding a success and it is not considered that this can be construed as a waste of funds.

The combination under one operation of seeding and fertilizing by admixing these components with water was not evolved and performed by the contractor on his own initiative. The method was arrived at in consultation with a representative of this office and we are merely taking benefit of the experience of several of the Eastern states who have pioneered in slope seeding in solution at a great reduction in the cost of the operation. It is a proven success and is no longer regarded as an experiment.

There is attached a copy of the letter received from Resident Engineer Benedict, giving a breakdown of charges. Although the distribution of costs seems to be equitable, there is an overlapping between the work performed under the Extra Work Order No. 2 and the seeding performed by the contractor.

Mark H Astrup

Mark H. Astrup
Landscape Engineer

MHA:bo

Attachments

cc: W. C. Williams ✓
H. G. Smith
W. E. Chandler

FORM E-30X 1BM 1-49 29034

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

The Dalles, Oregon
June 19, 1950

SUBJECT: Slope watering,
Squally Hook - Quinton Section

To:

Mr. E.A. Meola,
Landscape Architect,
Salem, Oregon.

C
O
P
Y

Dear Sir:

In response to your telephone request, I submit the following account of the slope watering or sprinkling operation on the Squally Hook Project:

Watering was arranged with the contractor after telephone instructions from the division office. A price agreement was out of the question, as there was no way of knowing what the cost would be. Mr. Saxton said he did not know what he was getting into, and didn't feel like risking anything on it. An extra work order was drawn up and submitted for approval. This is extra work order No. 2, now approved.

A fire pump was shipped out from Portland and mounted on top of one of the water trucks. Seeding of slopes, and watering, started May 18th. The contractor took advantage of the watering operation by dissolving fertilizer in the water at a rate to approximate the required spread per acre. It was soon discovered that the grass seed would remain in reasonable suspension, so it was placed in the water also. An extra man was placed on the truck to keep the seed stirred and help with the pump. We are paying for the truck driver and the man on the fire nozzle. The contractor pays for the man to take care of the seed. We are also paying rental for the water truck, part rental on the pump and equipment used for loading the water truck, and full invoice rental on a pressure fire pump out of Portland.

Slope watering was discontinued last week and the contractor instructed to return the fire pump to Portland. Cost of the entire operation will be between $1200 and $1500.

cc: Mr. H. G. Smith
Mr. W. E. Chandler

Very truly,

/s/

A.V. Benedict
Resident Engineer.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

Montana
Oregon
Idaho
Washington

P.O. Box 3900
Portland 8, Oregon

June 13, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Returned herewith for further information, justification and probable revision are five copies of Order for Extra Work No. 2 covering sprinkling of seeded slopes on Project FI 24(5), Squally Hook--Quinton Section of the Columbia River Highway.

The specifications for the bid item of sprinkling appear broad enough to cover payment of the desired slope watering. However, it is improbable that such work was contemplated either by the general or special provision. Accordingly, we are inclined to withhold recommendation for approval unless you can furnish full justification for not including the proposed work in the sprinkling item. It must be clearly shown that the nature of the work is different from that provided for by the bid which may involve legal as well as engineering considerations.

A report of an inspection of the project infers that slope seeding has been a failure and that a further expenditure of $1,500 for watering would be a waste of funds. Apparently the seed never germinated and the conclusion has been reached that it has been either blown or washed away.

It has also come to our attention that seeding and fertilizing was accomplished in one operation by pumping and sprinkling a mixture composed of water, seed and fertilizer onto the slopes. We presumed this method was evolved and performed by the contractor on his own initiative without extra payment therefor. In the event Extra Work Order No. 2 includes the costs of any or all the elements of such constructions, it cannot be recommended for approval since it not only involves portions of a bid item but should have been submitted for our review and comment prior to starting the work.

Unless the above statements can all be satisfactorily answered, we suggest withdrawal of the Work Order as a participating item.

Very truly yours,

E. M. DAVIS
District Engineer

By: /s/
C. G. Polk
Senior Highway Engineer

Encls.

RECEIVED
JUN 6 1950
FOR FILING

71-24(5)

3251

May 31, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2, covering the sprinkling of slopes to be seeded on the Squally Hook-Quinton Section of the Columbia River Highway in Gilliam County, Contract No. 3251, in connection with Federal Aid Project No. FI-24 (5).

This work is necessary to assure the grass seed growing.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DGP:gs

Encl.

RECEIVED
MAR 20 1950
FOR FILING

FORM 3010
2-50-5M

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

851 PITTOCK BLOCK
PORTLAND 5, OREGON

[illegible]
L. W. ALTHOF
DISTRICT ENGINEER
5251

March 16, 1950

58

Mr. W. C. Williams
Asst. State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

cc: Mr. L. A. Collins
Mr. A. McAllister

Dear Sir:

Referring to your letter March 14, 1950, in regard to train delays adjacent to the Squally Hook section of highway reconstruction:

The flagman mentioned by you was a trainman preceding his train in accordance with our operating rules, which apply when a train receives a red or stop signal. In this case the signal assumed the stop position on account of interference with our rock protection fence, caused by a rock or rocks rolling down the slope.

We realize it is not possible in all cases to prevent rock from rolling down the slope where work is being carried on immediately adjacent to and above our track, but I believe you will agree we have a right to expect your contractor to comply with all requirements as specified and to use every precaution to prevent not only accidents to our trains, but traffic interruptions, which is not being done if reports I have received from our operating people are correct.

Yours truly,

LWAlthof
L. W. Althof

NOTED
W. C. WILLIAMS

RECEIVED
APR [illegible] 1950
FOR FILING

FI-24(5)

MONTANA
OREGON
IDAHO
WASHINGTON

Department of Commerce
BUREAU OF PUBLIC ROADS
~~PUBLIC ROADS ADMINISTRATION~~
~~FEDERAL WORKS AGENCY~~
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

March 14, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon FI-24(5)
Squally Hook-Quinton

Dear Sir:

Enclosed for your files is an executed copy of the project agreement for the above project.

Very truly yours,

W. H. LYNCH
DivisionEngineer

By: L. J. Caufield
L. J. Caufield
Principal Highway Engineer

Encl.

Jon

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pr 7873

State Oregon

Federal Aid

Project No. FI-24(5)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 3rd day of March, 1950,

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 26th day of May, 1949, a program, which was approved on the 16th day of August, 1949, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 24th day of October, 1949; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of two hundred forty thousand and 00/100 dollars ($240,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16—11379-3

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 201+50 in the SW 1/4, Section 16, T. 3 N., R. 18 E., W.M., and survey station 511+50 in the NE 1/4, Section 6, T. 2 N., R. 19 E., W.M., without exception, , length 5.882 miles, in Gilliam County, being Oregon Federal Aid project No. FI-24(5) consisting of 5.878 miles of roadway and one bridges, ~~each~~ of more than 20 feet clear span, 0.004 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of two hundred forty thousand and 00/100 dollars ($240,000.00), which does not exceed the authorized Federal pro rata share of four hundred twenty-one thousand, four hundred eleven and 10/100 dollars ($421,411.10), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of highway Department)

By T H Banfield
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

RECOMMENDED FOR APPROVAL
STATE HIGHWAY ENGINEER

Attest
SECRETARY

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division Engineer,
Public Roads Administration.

RECEIVED
MAR 13 1950
ORE. DISTRICT

RECEIVED
MAR 1 3 1950
DIVISION 8

RECEIVED
MAR 16 1950
FOR FILING

FE-3415

3221

F.15

March 14, 1950

Mr. L. W. Althof
Resident Engineer
Union Pacific Railroad Company
851 Pittock Block
Portland 5, Oregon

Dear Sir:

Following receipt of your wire of March 10, we have made an investigation regarding the contractor's operations at Squally Hook and can find only one instance where a train was delayed, and on that occasion there was considerable doubt whether it had anything to do with the contractor's operations.

Our Division Engineer reports that you have a flagman stationed on the job who has a little shed erected near the semaphore. He heard the semaphore move, assumed there was a train in the block, and came out of his shed, but in a few minutes the train came slowly down the track preceded by a flagman. They apparently were unable to determine where the rock had come from which disturbed the signal fence.

Mr. H. G. Smith will go to The Dalles tomorrow, and he will study the situation further, but I do not see why you assume we are not giving consideration to protecting your trains when you have a flagman stationed on the job and he was apparently aware of no carelessness in the contractor's operations.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc H. G. Smith

hi

OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

1201

(12)

W. P. MARSHALL, PRESIDENT

SYMBOLS
DL = Day Letter
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRA170 CAK=PI PORTLAND ORG 10 439P=

lej 727p

R H BALDOCK STATE HIGHWAY ENGR=
ORE STATE HIGHWAY COMM

1950 MAR 10 PM [illegible] 22

REPORTS FROM OUR OPERATING PEOPLE INDICATE YOUR CONTRACTOR SQUALLY HOOK QUINTON SECTION COLUMBIA RIVER HIGHWAY NOT GIVING CONSIDERATION TO PROTECTION OUR TRAINS OR PERSONNEL. SEVERAL OF OUR TRAINS HAVE BEEN SERIOUSLY DELAYED. APPRECIATE YOUR TAKING ACTION TO AVOID RECURRANCE=

:UNION PACIFIC L W ALTHOF=

~~3942~~
83362 Williams.
727P
M

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
FOR FILING

February 10, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate as basis for project agreement for the Squally Hook-Quinton Section, Project No. FI-24 (5).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWH:gs

Encl.

Oregon State Highway Department

Federal Aid Project No. FI-24 (5)

SQUALLY HOOK-QUINTON SECTION OF THE COLUMBIA RIVER HIGHWAY IN GILLIAM COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 30, 1949

Type Code 5251

Roadway (Sta. 201+50 to 511+50)

All Required		Clearing and Grubbing		$ 13,000.00
200	cu. yds.	Structural Excavation, Unclassified	$ 4.00	800.00
100	cu. yds.	Trench Excavation, Unclassified	1.00	100.00
68,000	cu. yds.	General Excavation, Locations "A", Unclassified	0.57	38,760.00
205,000	cu. yds.	General Excavation, Locations "B", Unclassified	0.57	116,850.00
778,000	yd. stas.	Short Overhaul	0.01	7,780.00
20,000	C-yd. stas.	Long Overhaul	0.40	8,000.00
5.88	miles	Finishing Roadbed and Slopes	300.00	1,764.00
12,000	lin. ft.	Rounding Cutbanks	0.15	1,800.00
830	lin. ft.	18" Concrete Pipe	3.50	2,905.00
230	lin. ft.	24" Concrete Pipe	5.00	1,150.00
60	lin. ft.	36" Concrete Pipe	10.00	600.00
460	lin. ft.	Salvaging Culvert Pipe	2.00	920.00
30	cu. yds.	Excavation for Structures	5.00	150.00
28	cu. yds.	Class "A" Concrete	50.00	1,400.00
2,600	lbs.	Metal Reinforcement	0.11	286.00
50	hours	Reshaping Slopes With Bulldozer	8.00	400.00
25	hours	Reshaping Slopes With Blade Grader	7.00	175.00
3,700	lin. ft.	Salvaging Cable Guard Fence	0.50	1,850.00
6,000	lin. ft.	Metal Guard Rail	2.35	14,100.00
140	only	Concrete Sight Posts	8.00	1,120.00
11,000	cu. yds.	Reject Material in Cushion Course	1.10	12,100.00
28,000	cu. yds.	4½" - 2" Rock in Base	1.70	47,600.00
20,000	cu. yds.	3/4" - 0" Rock in Base and Shoulders	1.80	36,000.00
1,900	M-gal.	Sprinkling	2.75	5,225.00
11	acres	Preparing Soil and Seeding	70.00	770.00
5.88	miles	Preparation of Base	200.00	1,176.00
9,200	cu. yds.	Furnishing and Placing Aggregate	3.20	29,440.00
120	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	40.00	4,800.00
630	tons	Furnishing and Placing 121-150 Asphalt	36.00	22,680.00
40	tons	Emulsified Asphalt in Slope Oiling	50.00	2,000.00
			Subtotal	$375,701.00
			10% Engr. & Cont.	37,570.10
			Total	$413,271.10

Type Code X021

Bridge (Sta. 498+25.7 to 498+46.7)

170	cu. yds.	Excavation for Structure	$ 5.00	$ 850.00
10	cu. yds.	Excavation Below Elevations Shown	10.00	100.00
96	cu. yds.	Class "A" Concrete	50.00	4,800.00
15,000	lbs.	Metal Reinforcement	0.11	1,650.00
			Subtotal	$ 7,400.00
			10% Engr. & Cont.	740.00
			Total	$ 8,140.00

Length of Roadway	5.878 miles
Length of Bridge	0.004 mile
Total Length	5.882 miles
Cost per mile, Roadway	$70,308.11

SUMMARY OF FUNDS

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$413,271.10	$235,364.00	$177,907.10
Bridge	8,140.00	4,636.00	3,504.00
	$421,411.10	$240,000.00	$181,411.10

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939

State Funds for Maintenance: Chap. 529, laws 1939

RECEIVED
JAN 10 1950
FOR FILING

71-24 (5)

3251

Salem, Oregon
January 9, 1950

Contract No. 3251
FI-24 (5)

Mr. A. V. Benedict
Resident Highway Engineer
The Dalles, Oregon

Dear Sir:

In regard to your letter dated January 5, Allen E. Sackett, working on a subcontract under A. H. Saxton & Sons, Contract No. 3251, FI-24 (5), has sent in a copy of the subcontract, which is filed in the general files here at Salem.

The subcontract covers 49.93% of the contract and consists of Item No. 2 to Item No. 20, inclusive.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

FH:gs

cc: W. E. Chandler

FORM E-30 25M 9-49 34692

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

The Dalles, Oregon
January 5, 1950

SUBJECT: Contract No. 3251
Squally Hook - Quinton Section
Columbia River Highway

To:

Mr. S.H. Probert,
Office Engineer,
Salem, Oregon.

Dear Sir:

Allen E. Sackett is working on contract No. 3251, Squally Hook - Quinton Section, as sub-contractor under A.H. Saxton & Sons. I have never seen an approved copy of a sub-contract for this job, and the Division Office does not seem to have seen one either. Mr. Sackett says the sub-contract was filed with the Salem office.

Please advise if this sub-contract is in order, and what contract items are involved.

Very truly,

A.V. Benedict

A.V. Benedict
Resident Engineer.

cc: Mr. W.E. Chandler

1-9-49
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FOR FILING
FORM E-30 25M 1-49 29083

FI-24(5a)

3251

1604W

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 23rd, 1949

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

Dear Sir:

In regard to Assignment #1604, subcontract between A. H. Saxton & Sons and Allen E. Sackett for the grading on the Squally Hook-Quinton Section of the Columbia River Highway, it would appear that this subcontract is 49.93% of the total contract.

Very truly yours,

H G Smith
H. G. Smith
Construction Engineer

HGS:AR

ASSIGNMENT

No. 1604

DESCRIPTION: Letter of 12-2[illegible] from A. H. Saxton & Sons sub-contract with Allen E. Sackett, 802 Ninth Street, Hood River, on Squally Hook-Quinton project

DATE: 12-22-49

ASSIGNED TO: Smith ✓

☐ Investigation and report to this office
☐ Reply direct with copy to this office
☐ Return with drafted reply
☐ Comment or recommendation and return to this office
☐ Investigation and such action as is necessary
☐ Please prepare reply for my signature
☐ Assignment executed Date __________

XXXX Is this within 90% limitation?

WCW

REPORT RECEIVED: 12-27-49 ma

REMARKS:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

A. H. SAXTON & SONS
GENERAL CONTRACTORS
R. R. 2
CORVALLIS, OREGON

IN REPLYING ADDRESS :

Port Orford, Oregon
December 20, 1949

W. C. Williams
Oregon State Highway Comm.
Salem, Oregon.

Dear sir,

In reply to your request, we are inclosing a copy of our sub-contract with Allen E. Sackett, 802 Ninth St. Hood River on the Squally Hook-Quinton Grading and Bituminous Macadam Surfacing, Project on the Columbia River Highway in Gilliam County.

Yours truly,

A. H. Saxton & Sons

By A.H. Saxton

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

RECEIVED
[illegible]
OREGON
STATE HIGHWAY COMMISSION

THIS AGREEMENT, made and entered into this 21st day of November, 1949 by and between A. H. Saxten & Sons, Route 2, Corvallis, Oregon party of the first part, and Allen E. Sackett, 802 Ninth Street, Hood River, Oregon, party of the second part: WITNESSETH:

THAT, WHEREAS, the said party of the first part, did, under the date of 18th of November, 1949, enter into contract with the State of Oregon through its Highway Commission for the construction of the following described work, to-wit:

SQUALLY HOOK-QUINTON GRADING AND BITUMINOUS MACADAM SURFACING, Project of the Columbia River Highway in Gilliam County, Oregon.
Which said contract is known and designated as State Highway Contract No. 3251 and which said contract, in so far as it pertains to the work described herein is hereby expressly made a part of this Agreement as though fully and completely recited herein, and

WHEREAS, under the laws, rulings and regulations governing State Highway construction projects it is necessary that all subcontracts carry the same stipulations, limitations, and provisions governing wages, hours of employment, methods of work prosecution, and all other requirements, limitations and things pertinent thereto as in the principle contract set forth; and

WHEREAS, the said party of the first part now deems it desirable to subcontract a portion of the work included in said State Highway Contract No. 3251 for which the said party of the first part is the principle contractor. NOW, THEREFORE, the premises being in general as above stated it is hereby contracted and agreed:

That the said party of the second part, in consideration of the sums to be paid by the party of the first part, hereby agree to perform and complete the work herein described and provided for and to furnish all necessary machinery, tools, apparatus, equipment, materials and labor and to do all things in accordance with the plans and specifications and contract provisions in said Contract No. 3251 above referred to, which work is more particularly described as follows:

Item No.	Item	Unit Price	Amount
2	Structural Excavation, Unclassified	$4.00	$800.00
3	Trench Excavation, Unclassified	1.00	100.00
4	General Excavation, Locations "A" Unclassified	0.57	38,760.00
5	General Excavation, Locations "B" Unclassified	0.57	116,850.00
6	Short Overhaul	0.01	7,780.00
7.	Long Overhaul	0.40	8,000.00
8.	Finishing Roadbed and Slopes	300.00	1,764.00
9	Rounding Outbanks	0.15	1,800.00
10	18-Inch Concrete Pipe	3.50	2,905.00
11	24-Inch Concrete Pipe	5.00	1,150.00
12	36-inch Concrete Pipe	10.00	600.00
13	Salvaging Culvert Pipe	2.00	920.00
14	Excavation for Structures	5.00	1,000.00
15	Structural Excavation Below Elevations Shown	10.00	100.00
16	Class "A" Concrete	50.00	6,200.00
17	Metal Reinforcement	0.11	1,936.00
18	Reshaping Slopes With Bulldozer	8.00	400.00
19	Reshaping Slopes With Blade Grader	7.00	175.00
20	Salvaging Cable Guard Fence	0.50	1,850.00

19300

It is further stipulated expressly and agreed that the party of the second part will conduct and prosecute the work herein described in a manner satisfactory to the Engineer and in strict accordance with the plans and specifications of said Contract No. 3251 governing hours of employment, wage rates, methods of work prosecution, and each and every requirements, stipulation or thing herein set forth and pertinent to the work herein described shall govern the prosecution of work under this subcontract as though herein fully set forth.

It is further agreed that the party of the second part shall bear the expense of Surety Bond for that portion of Contract No. 3251 as described above.

It is further agreed that the party of the second part shall furnish a Surety Bond to the party of the first part for that portion of Contract No. 3251 as described above.

IN WITNESS THEREOF, We have hereunto set our hands and seals this 21st day of November, 1949.

A. H. SAXTON & SONS

By:________________________
Party of the First Part

____
Witness

ALLEN E. SACKETT

By:________________________
Party of the Second Part

____
Witness

RECEIVED
DEC 15 1949
FOR FILING

File

FI-24(5)

3251

December 14, 1949

Dr. L. S. Cressman
Anthropologist
University of Oregon
Eugene, Oregon

Dear Sir:

A. V. Benedict's engineering party stationed at The Dalles has found a cave on the Squally Hook-Quinton Section which they think should be investigated by your department. It seems to be partly filled to a considerable depth with ashes from fires, and they think the walls have markings on them.

While this job is under construction, the cave is not within the roadbed section, so there is no immediate necessity for an investigation, but it would be well to do it in the near future, since it is hard to keep the residents of The Dalles from hunting for Indian relics whenever construction is under way.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. H. G. Smith

RECEIVED
DEC 6 1949
FOR FILING

71-24 (5)

3251

December 6, 1949

A. N. Saxton & Sons
Port Orford
Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3251 which was awarded to you on November 18, 1949, covering the Squally Hook-Quinton Section of the Columbia River Highway in Gilliam County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

RECEIVED
DEC 5 1949
FOR FILING

71-24(5)

File

December 2, 1949

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was started on November 30, 1949 on Contract No. ~~[illegible]~~ 3251, Squally Hook-Quinton Section, in connection with Federal Aid Project No. FI-24 (5).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:gs

RECEIVED
JAN 27 1950
FOR FILING

71-24(5)
3251

AGENDA
DEC 19 1949

4-[illegible]

December 14, 1949

A. H. [illegible] & Sons
Route 2,
Corvallis, Oregon

Re: Contract No. 3251

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for 5.88 miles of grading, surfacing and bituminous macadam, extension of box culvert and widening of a concrete bridge on the Squally Hook-Quinton Section of the Columbia River Highway in Gilliam County. This award was based on your low bid of $336,782.30 submitted on [illegible] 6, 1949.

Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ls

cc - A. H. [illegible] & Sons, Port Orford
R. C. Smith
[illegible]
[illegible]
[illegible]
L. R. White ([illegible])

GET CONFIRMED

SYC

SERVICE	
class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	SERIAL
DAY LETTER	NIGHT LETTER

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise this message will be sent at the full rate	
FULL RATE	DEFERRED
CODE	NIGHT LETTER

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
November 18, 1949
11:45 a.m.

A. N. Saxton & Sons
Route 2
Corvallis, Oregon

State Highway Commission awarded you today contract for grading, surfacing and bituminous macadam construction on the Squally Hook-Quinton Section of the Columbia River Highway, Gilliam County, based on your low bid submitted November 8, 1949. Contract forms follow shortly.

H. B. Glaisyer, Secretary
Oregon State Highway Commission

RECEIVED
NOV 21 1949
FOR FILING

FI-24(5)
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
~~PUBLIC ROADS ADMINISTRATION~~
FEDERAL WORKS AGENCY
DIVISION EIGHT

P. O. BOX [illegible]
PORTLAND 8, OREGON

November 18, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of November 17 advising the acquisition of right-of-way or rights-of-entry have been acquired for Oregon Project FI-24(5), Squally Hook - Quinton Section. As requested in your letter, we hereby concur as of today in the award of contract to A. H. Saxton and Sons of Corvallis who submitted the low bid on November 8.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

RECEIVED
NOV 18 1949
FOR FILING

FI-24(5)

award pending

File

November 17, 1949

Mr. T. H. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Acquisition of rights of entry for the Squally Hook-Quinton Project, Project No. FI-24 (5), is now completed. Accordingly we request your concurrence in the award of contract for that project to A. H. Saxton & Sons of Corvallis on the basis of the bid submitted by them on November 8.

It is our desire to make the award of this contract on November 18.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

SHP:gs

RECEIVED
OCT 27 1949
FOR FILING

FI-24(5)
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
~~PUBLIC ROADS ADMINISTRATION~~
FEDERAL WORKS AGENCY
DIVISION EIGHT

P. O. BOX [illegible]
PORTLAND 8, OREGON

October 24, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project No. FI-24(5), Squally Hook-Quinton Section of the Columbia River Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Concurrence in award will be withheld pending receipt of advice that all rights-of-way or rights-of-entry have been obtained.

Very truly yours,

T M Davis
T. M. DAVIS
District Engineer

RECEIVED
OCT 26 1949
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

October 19, 1949

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate, four copies of right of way statement, and one copy of form PR-9 covering program change for the Squally Hook-Quinton Section, Project No. FI-24 (5).

Six bid proposals and two sets of full size plans are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWM/gs

Encl.

Oregon State Highway Department Federal Aid Project No. FI-24 (5)

SQUALLY HOOK-QUINTON SECTION OF THE COLUMBIA RIVER HIGHWAY IN GILLIAM COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.

Salem, Oregon, October 19, 1949

Type Code 5251

Roadway (Sta. 201+50 to 511+50)

All Required		Clearing and Grubbing		$ 2,000.00
200	cu. yds.	Structural Excavation, Unclassified	$ 3.00	600.00
100	cu. yds.	Trench Excavation, Unclassified	3.00	300.00
68,000	cu. yds.	General Excavation, Locations "A", Unclassified	0.45	30,600.00
205,000	cu. yds.	General Excavation, Locations "B", Unclassified	0.95	194,750.00
778,000	yd. stas.	Short Overhaul	0.02	15,560.00
20,000	C-yd. stas.	Long Overhaul	0.40	8,000.00
5.88	miles	Finishing Roadbed and Slopes	600.00	3,528.00
12,000	lin. ft.	Rounding Cutbanks	0.15	1,800.00
830	lin. ft.	18" Concrete Pipe	3.00	2,490.00
230	lin. ft.	24" Concrete Pipe	4.50	1,035.00
60	lin. ft.	36" Concrete Pipe	9.00	540.00
460	lin. ft.	Salvaging Culvert Pipe	2.00	920.00
30	cu. yds.	Excavation for Structure	10.00	300.00
28	cu. yds.	Class "A" Concrete	65.00	1,820.00
2,600	lbs.	Metal Reinforcement	0.12	312.00
50	hours	Reshaping Slopes With Bulldozer	9.00	450.00
25	hours	Reshaping Slopes With Blade Grader	8.00	200.00
3,700	lin. ft.	Salvaging Cable Guard Fence	1.00	3,700.00
6,000	lin. ft.	Metal Guard Rail	2.25	13,500.00
500	only	Concrete Sight Posts	8.00	4,000.00
11,000	cu. yds.	Reject Material in Cushion Course	0.85	9,350.00
28,000	cu. yds.	4½" - 2" Rock in Base	1.75	49,000.00
20,000	cu. yds.	3/4" - 0" Rock in Base and Shoulders	1.85	37,000.00
1,900	M-gals.	Sprinkling	2.50	4,750.00
11	acres	Preparing Soil and Seeding	200.00	2,200.00
5.88	miles	Preparation of Base	150.00	882.00
9,200	cu. yds.	Furnishing and Placing Aggregate	3.00	27,600.00
120	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	36.00	4,320.00
630	tons	Furnishing and Placing 121-150 Asphalt	34.00	21,420.00

40	tons	Emulsified Asphalt in Slope Oiling	$ 65.00	$ 2,600.00
			Subtotal	$445,527.00
			10% Engr. & Cont.	44,552.70
			Total	$490,079.70

Type Code X021

Bridge (Sta. 498+25.7 to 498+48.7)

170	cu. yds.	Excavation for Structure	$ 10.00	$ 1,700.00
10	cu. yds.	Excavation Below Elevations Shown	10.00	100.00
96	cu. yds.	Class "A" Concrete	65.00	6,240.00
15,000	lbs.	Metal Reinforcement	0.12	1,800.00
			Subtotal	$ 9,840.00
			10% Engr. & Cont.	984.00
			Total	$ 10,824.00

Length of Roadway	5.878 miles
Length of Bridge	0.004 mile
Total Length	5.882 miles
Cost per mile, Roadway	$83,337.52

SUMMARY OF FUNDS

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$490,079.70	$234,814.00	$255,265.70
Bridge	10,824.00	5,186.00	5,638.00
	$500,903.70	$240,000.00	$260,903.70

PR-9

PUBLIC ROADS ADMINISTRATION

COMMISSIONER:
ATTENTION--PROGRAM SECTION

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

October 19, 1949
(Date)

The following major program change of the individual project is requested:

Oregon
(State)

Postwar Federal Aid Primary Highway Program
(Previous Program)

(Date of Approval)

COUNTY Gilliam

FA or FAS Route No. FA 1

	Item No.	Project No.	Termini	Project Cost				Length Miles	Character of Proposed Work
				Class of Work	Total Cost	Federal Funds	State Funds		
Item as Now Programmed	77	FI-24(5)	2 mi. W. of Squally Hook to Quinton	Survey-Plans					Gr., Dr., Bridge 2-lane intermediate-type pavement
				Right-of-Way					
				Construction	400,000	240,000	160,000		
				Total	400,000	240.000	160.000	5.88	
Requested Revision	77	FI-24(5)	Same	Survey-Plans					Same
				Right-of-Way					
				Construction	500.903	240,000	260,903		
				Total	500.903	240,000	260,903	5.882	

Program Balance subsequent to approval of this and previously recommended change is: $

Reason for Change: **Increase in total cost due, principally, to original estimate being based on narrower roadbed.**

Recommended for approval ______ District Engineer ______ (date)

Recommended: ______ Division Engineer ______ (date)

Approved: ______ Acting Commissioner ______ (date)

SQUALLY HOOK-QUINTON SECTION

PROJECT NO. FI-24 (5)

While negotiations for rights of way are in progress, one parcel has not been acquired nor has the right to occupy and use this parcel been secured, but it is now believed that all necessary rights of way can be made fully available within fifteen days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

October 19, 1949

S-94(1) Wamic-Tygh Valley Sec., Wamic 1949
Co. Rd. & Dufur-Maupin Sec., The
#3252 Dalles-California Hwy.

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4-24-51

COST ANALYSIS FINAL REPORT

Wamic-Tygh Valley & Dufur-Maupin Sections
Wamic County Road & The Dalles-California Highway
Vernie Jarl, Contractor
M. M. Stump, Resident Engineer

Contract #3252
Prefix 233-1019-201(41)

NOTED
State Highway Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	All		$	$	$770.44	$2,000.00
Structural Exc.	426.97	Cu. Yd.	3.00	2.65	1,130.78	1,280.91
Trench Exc.	44.07	" "	3.00	2.29	101.02	132.21
General Exc.	87,575.1	" "	0.32	0.262	22,907.55	28,024.03
Short Overhaul	213,839.6	Yd. Sta.	0.02	0.02	4,276.79	4,276.79
Long Overhaul	3,869.6	C-Yd. Sta.	0.40	0.40	1,547.84	1,547.84
Finishing Roadbed & Slopes	5.54	Mile	400.00	382.52	2,119.20	2,216.00
18" Corr. Metal Pipe	550	Lin. Ft.	4.00	3.41	1,873.47	2,200.00
24" " " "	166	" "	5.50	4.81	797.49	913.00
18" " " Siphon	240	" "	4.00	4.80	1,152.98	960.00
Concrete End Basins	14.025	Cu. Yd.	65.00	54.00	757.35	911.63
Salvage Culvert Pipe	216	Lin. Ft.	2.00	1.23	265.19	432.00
Class "A" Concrete	34.801	Cu. Yd.	60.00	54.00	1,879.25	2,088.06
Metal Reinforcement	48,698	Lb.	0.12	0.108	525.94	584.38
4"-0" Material in Base	18,375	Cu. Yd.	1.25	1.419	26,074.12	22,968.75
3/4"-0" Material in Base and Shoulders	4,410	" "	2.30	2.76	12,171.60	10,143.00
Sprinkling	648	M/Gal.	2.50	3.09	2,001.70	1,620.00
Preparation of Base	5.67	Mile	200.00	200.00	1,134.00	1,134.00
Furn. & Place Aggregate	3,054	Cu. Yd.	3.60	3.79	11,574.66	10,994.40
Furn. & Place RC-3 Asphalt in Binder Course	118.16	Ton	40.00	40.00	4,726.40	4,726.40
Furn. & Place 151-200 Asphalt	179.94	"	35.00	35.00	6,297.90	6,297.90
3/4"-½" Cr. Material in SP	4,752.5	Cu. Yd.	2.50	2.19	10,407.98	11,881.25
½"-¼" Cr. Material in SP	4,588	" "	2.50	2.19	10,047.72	11,470.00
¼"-0" Cr. Material in SP	2,400	" "	2.50	2.19	5,256.00	6,000.00

Item	Quantity	Unit	Unit Bid	[illegible]it Cost	Total Cost	Gross Revenue
PA #1, Rock Backfill Under Box Culvert	16	Cu. Yd.	$3.00	$2.20	$35.18	$48.00
PA #2, 56" Corr. Metal Pipe	68	Lin. Ft.	9.00	11.19	760.79	612.00
PA #3, 36" " " "	68	" "	9.00	11.19	760.79	612.00
PA #4, Clearing & Grubbing Stockpile Sites	All				146.50	184.00
Screen Rejects in SP	1,687.3	Cu. Yd.	0.25	0.25	421.83	421.83
Haul Adj., Favor of Contractor	504.8	Yd. Mi.	0.12	0.12	60.58	60.58
					$131,983.04	$136,740.96

Gross Revenue	$136,740.96
Total Cost	131,983.04
Net Profit	$ 4,757.92

Net Profit Equals 3.5% of Gross Revenue

Wamic-Tygh Valley

Detail of Cost

Labor:				
Supervision			$3,540.00	
Labor			36,894.98	
Labor Insurance			2,281.08	
				$42,716.06
Materials:				
18" Corr. Metal Pipe	550 Lin. Ft.	at $2.24	$1,232.00	
18" Corr. Metal Pipe Bands	34	" 3.32	112.88	
24" Corr. Metal Pipe	166 Lin. Ft.	" 3.37	559.42	
24" Corr. Metal Pipe Bands	7	" 4.12	28.84	
36" Corr. Metal Pipe	136 Lin. Ft.	" 6.60	897.60	
36" Corr. Metal Pipe Bands	6	" 6.62	39.72	
18" Corr. Metal Siphon	240 Lin. Ft.	" 3.57	856.80	
18" Corr. Metal Siphon Bands	10	" 4.68	46.80	
				3,774.06
Equipment Rental, Supplies & Miscellaneous:				
Equipment Rental			$40,439.40	
Hired Trucks (Fully Operated)			9,252.83	
Gas, Oil and Grease			10,569.80	
Explosives			21.00	
Misc. Supplies			936.32	
Bond and Insurance			835.96	
Home Office and Overhead			3,231.77	
				65,287.08
Work Subcontracted to D. F. McKenzie:				
Preparation of Base	5.67 Mile	at $200.00	$1,134.00	
Load, Haul & Place Aggregate	3,054 Cu. Yd.	at $1.60	4,886.40	
Furnish & Place 151-200 Asphalt	179.94 Ton	at $35.00	6,297.90	
Furnish & Place RC-3 Asphalt	118.16 "	" 40.00	4,726.40	
				17,044.70
Work Subcontracted to Geo. Berry:				
Class "A" Concrete	48.8 Cu. Yd.	at $54.00	$2,635.20	
Metal Reinforcement	48,698 Cu. Yd.	at $0.108	525.94	
				3,161.14
Total Cost				$131,983.04

Remarks:

This was a Federal Aid Project for the regrading, surfacing and oiling of 5.67 miles of the Wamic-Tygh Valley Section of the Wamic County Road and for the furnishing of crushed rock in stockpiles.

The contract was bid November 7th, 1949, awarded November 21st, 1949, and completed August 30th, 1950.

The clearing was very light, consisting of brush, a few small trees and the removal of a small bridge. The bid price was high, and a large profit was realized.

The grading consisted chiefly of earth, gravel and boulders. Only a very small quantity of solid which required drilling and blasting was encountered. The grading work was done with two D-8 cats and dozers, two D-8 cats and 15 cu. yd. scrapers, two 14 cu. yd. tournapulls, one ripper, one 210 cu. ft. compressor and one #12 motor grader. Grading was started December 27th, but due to snow and inclement weather was discontinued January 13th, 1950 until March 8th. Good progress was made during the spring and grading was finished May 13th. A blade and water truck was used on maintenance until the contractor was ready to spread base rock June 19th. A fair profit was realized on grading.

The concrete box culverts and siphon boxes were constructed by Geo. Berry, subcontractor, during the fall and early winter. Most of the culvert pipe was also placed during this same period by the contractor.

A semi-portable crushing plant was moved in to the gravel deposit located adjacent to the Dalles-California Highway at Mile Point 33.30. The gravel was too coarse for pit run and was crushed to 4" - 0". A crew of five men started setting up a semi-portable crushing plant February 13th, 1950, and crushing was started March 13th. The 3/4" - 0" crushed and stockpiled. Slow progress was made due to breakdowns and minor changes in the plant. 4,410 cu. yds. of 3/4" - 0" was produced in 162 hours, an average of 27.2 cu. yds. per hour.

The production of aggregate and stockpile maintenance material was started and then interrupted when the crushing crew and part of the hauling equipment went to Tillamook for four weeks to finish another state highway contract. The contractor moved back on the job and started producing, hauling and placing 4" - 0" base rock and hauling and placing 3/4" - 0" base rock. Good progress was madeon the production of 4" - 0" and 18,375 cu. yds. were produced in 184 hours at an average of 99.8 cu. yds. per hour. The remainder of stockpile material was then produced. Low production was made on maintenance rock and aggregate. 14,794 cu. yds. were produced in 414 hours at an average of 35.7 cu. yds. per hour. The bid prices on crushed rock were low, and a loss was suffered.

The oiling work was done by D. F. McKenzie who made good progress and completed the work in eleven working days.

The contract was bid low and was carried over the winter months which increased the cost. A very small profit was realized on the contract.

E. H. Clymer
Cost Analyst

By . . C. G. Swenson

FOR FILING

NOTED
W. C. WILLIAMS

4-24-51

COST ANALYSIS FINAL REPORT

Wamic-Tygh Valley & Dufur-Maupin Sections
Wamic County Road & The Dalles-California Highway
Contract #3252
Prefix 233-1019-201(41)
Vernie Jarl, Contractor
M. M. Stump, Resident Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
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24" " " "	166	" "	5.50	4.81	797.49	913.00
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Wamic-Tygh Valley

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18" Corr. Metal Siphon Bands	10		" 4.68	46.80	
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Equipment Rental, Supplies & Miscellaneous:					
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Gas, Oil and Grease				10,569.80	
Explosives				21.00	
Misc. Supplies				936.32	
Bond and Insurance				835.96	
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Total Cost					$131,983.04

Remarks:

This was a Federal Aid Project for the regrading, surfacing and oiling of 5.67 miles of the Wamic-Tygh Valley Section of the Wamic County Road and for the furnishing of crushed rock in stockpiles.

The contract was bid November 7th, 1949, awarded November 21st, 1949, and completed August 30th, 1950.

The clearing was very light, consisting of brush, a few small trees and the removal of a small bridge. The bid price was high, and a large profit was realized.

The grading consisted chiefly of earth, gravel and boulders. Only a very small quantity of solid which required drilling and blasting was encountered. The grading work was done with two D-8 cats and dozers, two D-8 cats and 15 cu. yd. scrapers, two 14 cu. yd. tournapulls, one ripper, one 210 cu. ft. compressor and one #12 motor grader. Grading was started December 27th, but due to snow and inclement weather was discontinued January 13th, 1950 until March 8th. Good progress was made during the spring and grading was finished May 13th. A blade and water truck was used on maintenance until the contractor was ready to spread base rock June 19th. A fair profit was realized on grading.

The concrete box culverts and siphon boxes were constructed by Geo. Berry, subcontractor, during the fall and early winter. Most of the culvert pipe was also placed during this same period by the contractor.

A semi-portable crushing plant was moved in to the gravel deposit located adjacent to the Dalles-California Highway at Mile Point 33.30. The gravel was too coarse for pit run and was crushed to 4" - 0". A crew of five men started setting up a semi-portable crushing plant February 13th, 1950, and crushing was started March 13th. The 3/4" - 0" crushed and stockpiled. Slow progress was made due to breakdowns and minor changes in the plant. 4,410 cu. yds. of 3/4" - 0" was produced in 162 hours, an average of 27.2 cu. yds. per hour.

The production of aggregate and stockpile maintenance material was started and then interrupted when the crushing crew and part of the hauling equipment went to Tillamook for four weeks to finish another state highway contract. The contractor moved back on the job and started producing, hauling and placing 4" - 0" base rock and hauling and placing 3/4" - 0" base rock. Good progress was madeon the production of 4" - 0" and 18,375 cu. yds. were produced in 184 hours at an average of 99.8 cu. yds. per hour. The remainder of stockpile material was then produced. Low production was made on maintenance rock and aggregate. 14,794 cu. yds. were produced in 414 hours at an average of 35.7 cu. yds. per hour. The bid prices on crushed rock were low, and a loss was suffered.

The oiling work was done by D. F. McKenzie who made good progress and completed the work in eleven working days.

The contract was bid low and was carried over the winter months which increased the cost. A very small profit was realized on the contract.

E. H. Clymer
Cost Analyst

By . . C. G. Swenson

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S 94 (1)

OREGON STATE HIGHWAY COMMISSION
(date)
Oct. 30, 1950

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3252	9-final	Vernie Jarl	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
17769	3051	$ 4,105.72	10/27/50

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. A. Wicklander
ACCOUNTING DIVISION

- -

Specified Completion Date: Oct. 31, 1950

Time Extensions: None required

Completion Date: Aug. 30, 1950

Date Accepted: Sep. 28, 1950

Penalties: None of record

Claims: None of record

Remarks:

- -

Date: 10-31-50

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

NOTED [illegible]
[illegible]

Warrant Mailed: OCT 31 1950
A. A. Wicklander

RECEIVED
OCT 1 1950
FOR FILING

8-94 (1)

3252

October 17, 1950

General Casualty Co. of America
Dooly & Co., Agent
Board of Trade Bldg.
Portland 4, Oregon

Gentlemen:

Please be advised that State Highway Contract No. 3252, for work on the Wamic-Tygh Valley and Dufur-Maupin Section of the Wamic County Road and The Dalles-California Highway in Wasco County, has been completed by the contractor, Vernie Jarl, and that final payment in the amount of $4,105.72 will be made on or after October 27, 1950.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

For your information we wish to advise that the total contract amount is $136,740.96, and that no force account work was performed on the project. This contract was completed August 30 and accepted by the Highway Commission September 28, 1950.

We are sending you this notice as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: General Casualty Co. of America
General Insurance Bldg.
Seattle 5, Wash.
Attn.: Surety Dept.

NOTED ON CARD
10-17-50 gl

RECEIVED
OCT 1[illegible] 1950
FOR FILING

8-94 (1)
3252

October 17, 1950

General Casualty Co.of America
Dooly & Co., Agent
Board of Trade Bldg.
Portland 4, Oregon

Gentlemen:

Please be advised that State Highway Contract No. 3252, for work on the Wamic-Tygh Valley and Dufur-Maupin Section of the Wamic County Road and The Dalles-California Highway in Wasco County, has been completed by the contractor, Vernie Jarl, and that final payment in the amount of $4,105.72 will be made on or after October 27, 1950.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

For your information we wish to advise that the total contract amount is $136,740.96, and that no force account work was performed on the project. This contract was completed August 30 and accepted by the Highway Commission September 28, 1950.

We are sending you this notice as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: General Casualty Co.of America
General Insurance Bldg.
Seattle 5, Wash.
Attn.: Surety Dept.

NOTED ON CARD

10-17-50 gl

RECEIVED
SEP 8 1950
FOR FILING

894(1)

3252

September 8, 1950

General Casualty Co. of America
Dooly & Co., Agent
Board of Trade Bldg.
Portland 4, Oregon

Gentlemen:

You are advised of the intention of the State Highway Commission to make semi-final payment to Vernie Jarl, on contract No. 3252, covering the Wamic-Tygh Valley and Dufur-Maupin Sections of the Wamic County Road and The Dalles-California Highway in Wasco County. This payment, in the amount of $13,429.54, will be made on or after September 18, 1950. The retained percentage is $4,102.12.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: General Casualty Co.of America
General Insurance Bldg.
Seattle 5, Wash.
Attn.: Surety Dept.

NOTED ON CARD

Form E-1-5M-7-49

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending ~~August~~ Sept. 2, 1950

Section	Wamic-Tygh Valley and Dufur-Maupin	Kind of work	Grading, Oil Mat. & Rock Production
Highway	Wamic ~~County~~ County Rd & The Dalles-Calif.	Section prefix	233-1019 S-94 (1)
Contractor	Vernie Jarl	Contract number	3252
Date of contract	Nov 21, 1949	Date of completion	Oct. 31, 1950
Date work started	, 19	Estimated date of completion	, 19
Amount of contract	$154,689.70	Per cent of time elapsed	81 %

Estimated cost of completed project, exclusive of engineering $136,737.36

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $12,177.30, 8.66 % Date project was completed August 30, 1950

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor completed the clean up Wednsday A.M.

Contractor
The expect to have all his equipment out by Sept. 9, 1950.

The Semi - Final was expressed ~~the~~ to the Division Office Wednesday P.M.

NOTED
H. W. LIBBY

NOTED
B A. MARTIN

NOTED
RAY WEBBER

Signed M M Stump RESIDENT ENGINEER

Address Box 51, Maupin, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	5.54	5.67		5.67	
Miles partially completed					
Miles completed	5.54	5.67		5.67	
Total estimated quantities					
Estimated quantities moved or placed to date	87,575.1	22,787	11,740.5	1298.1 tons 3054 cy min. agg	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	5				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....1...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Warm		
Monday	Warm		
Tuesday	Warm		
Wednesday	WArm		
Thursday	Warm		
Friday	Warm		
Saturday	Warm		

RECEIVED
OFFICE OF
CONSTRUCTION ENGINEER

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SEP 5 1950
FOR FILING
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3252

September 1, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was completed on August 30, 1950 on Contract No. 3252, Wamic-Tygh Valley and Dufur-Maupin Section, in connection with Federal Aid Project No. S-94 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

For W. C. Williams
Asst. State Highway Engineer

cc: John Cattrell
BBPmd

RECEIVED
JUN 28 1950
FOR FILING

S-94(1)

3252

June 27, 1950

Mr. Vernie Jarl
136 South Roberts Avenue
Gresham, Oregon

Dear Sir:

This letter is your authority to negotiate with and sell to the Oregon State Game Commission 100 cubic yards of crushed rock and 200 cubic yards of reject material, which may be produced in connection with your Wamic-Tygh Valley Contract No. 3252.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. C. A. Lockwood
State Game Director
1634 S. W. Alder Street
Portland 5, Oregon

Mr. H. G. Smith
Mr. W. E. Chandler
Mr. M. M. Stump

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FOR FILING

ALASKA
~~MONTANA~~
OREGON
IDAHO
~~WASHINGTON~~ 94(1)

Department of Commerce
BUREAU OF PUBLIC ROADS
~~PUBLIC ROADS ADMINISTRATION~~
~~FEDERAL WORKS AGENCY~~
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

March 15, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon S-94(1), Wamic-Tygh Valley Section of the Wamic Road in Wasco County

Dear Sir:

Submitted for your files is an executed copy of the project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L. J. Caufield
L. J. Caufield
Principal Highway Engineer

Encls.

Jan

orm PR 2 (Revised 1940)

FAS pr. 7878

State Oregon

Federal Aid Secondary Project No. S-94(1)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 20th day of February, 19___, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 3rd day of June, 1949, a program, which was approved on the 12th day of August, 1949, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 24th day of October, 1949; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of Seventy-two thousand and 00/100 dollars ($72,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources ____
(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 0+00 in the NW 1/4, Section 14, T. 4 S., R. 12 E., W.M., and survey station 299+82.13 in the SW 1/4, Section 3, T. 4 S., R. 13 E., W.M., except stations 7+02.2 to 7+44.

______________, length 5.670 miles, in Wasco County, being Oregon Federal Aid Secondary project No. S-94(1), consisting of 5.670 miles of roadway and no bridge~~s eac~~h of more than 20 feet clear span, ______________ ~~of a mile in lengt~~h.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

16—11379-2

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of seventy-two thousand and 00/100 dollars ($72,000.00), which does not exceed the authorized Federal pro rata share of one hundred twenty thousand two hundred fifty-nine and 70/100 dollars ($120,259.70), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of seventy-two thousand and 00/100 dollars ($72,000.00), which does not exceed the authorized Federal pro rata share of one hundred twenty thousand two hundred fifty-nine and 70/100 dollars ($120,259.70), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:
(Include reference to statute authorizing

Chapter 529, Laws 1939
funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

Attest
SECRETARY

By T H B
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division Engineer,
Public Roads Administration.

★ MAR 1 3 19[illegible]
DIVISION 8

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S-94 (1)

February 3, 1950

Mr. T. M. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate as basis for project agreement for the Wamic-Tygh Valley Section, Project No. S-94 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

[illegible]

Oregon State Highway Department

Federal Aid Secondary
Project No. S-94 (1)

WAMIC-TYGH VALLEY SECTION
OF THE WAMIC ROAD IN WASCO COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 30, 1949

Type Code 3210

Roadway (Sta. 0+00 to 299+82.13)

All Required		Clearing and Grubbing		$ 2,000.00
400	cu. yds.	Structural Excavation, Unclassified	$ 3.00	1,200.00
40	cu. yds.	Trench Excavation, Unclassified	3.00	120.00
92,000	cu. yds.	General Excavation, Unclassified	0.32	29,440.00
247,000	yd. stas.	Short Overhaul	0.02	4,940.00
5,000	C-yd. stas.	Long Overhaul	0.40	2,000.00
5.54	miles	Finishing Roadbed and Slopes	400.00	2,216.00
540	lin. ft.	18" Corrugated Metal Pipe	4.00	2,160.00
220	lin. ft.	24" Corrugated Metal Pipe	5.50	1,210.00
170	lin. ft.	18" Corrugated Metal Siphon Pipe	4.00	680.00
10	cu. yds.	Concrete End Basins	65.00	650.00
200	lin. ft.	Salvaging Culvert Pipe	2.00	400.00
40	cu. yds.	Class "A" Concrete	60.00	2,400.00
5,600	lbs.	Metal Reinforcement	0.12	672.00
18,700	cu. yds.	4" - 0" Material in Base	1.25	23,375.00
6,600	cu. yds.	3/4" - 0" Material in Base and Shoulders	2.30	15,180.00
540	M-gal.	Sprinkling	2.50	1,350.00
5.67	miles	Preparation of Base	200.00	1,134.00
2,300	cu. yds.	Furnishing and Placing Aggregates	3.60	8,280.00
94	tons	Furnishing and Placing MC-3 Asphalt in Binder Course	40.00	3,760.00
176	tons	Furnishing and Placing 151-200 Asphalt	35.00	6,160.00
			Subtotal	$109,327.00
			10% Engr. & Cont.	10,932.70
			Total	$120,259.70

Length of Roadway	5.670 miles
Length of Bridge (Exception)	0.008 mile
Total Length	5.678 miles
Cost per mile, Roadway	$21,209.82

Federal Aid Secondary Funds	$ 72,000.00
State Funds	48,259.70
	$120,259.70

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

October 12, 1949

Mr. T. M. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate, four copies of right of way statement, and one copy of form PR-9, covering minor program change, for the Wamic-Tygh Valley Section, Project No. S-94 (1).

Six bid proposals and one set of full scale plans are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN/gs

Encl.

October 18, 1949

Mr. T. H. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are sending under separate cover six sets of small scale plans for the Wamic-Tygh Valley Section, Project No. S-94 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN/gs

WAMIC-TYGH VALLEY SECTION

PROJECT NO. S-94 (1)

While negotiations for rights of way are in progress, sixteen parcels have not been acquired nor has the right to occupy these parcels been secured, but it is now believed that all necessary rights of way can be made fully available within twenty-one days.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

October 12, 1949

Oregon State Highway Department

Federal Aid Secondary
Project No. S-94 (1)

WAMIC-TYGH VALLEY SECTION
OF THE WAMIC ROAD IN WASCO COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, October 12, 1949

Type Code 3210

Roadway (Sta. 0+00 to 299+82.13)

All Required		Clearing and Grubbing		$ 1,000.00
400	cu. yds.	Structural Excavation, Unclassified	$ 3.00	1,200.00
40	cu. yds.	Trench Excavation, Unclassified	3.00	120.00
92,000	cu. yds.	General Excavation, Unclassified	0.45	41,400.00
247,000	yd. stas.	Short Overhaul	0.02	4,940.00
5,000	C-yd. stas.	Long Overhaul	0.50	2,500.00
5.54	miles	Finishing Roadbed and Slopes	200.00	1,108.00
540	lin. ft.	18" Corrugated Metal Pipe	3.50	1,890.00
220	lin. ft.	24" Corrugated Metal Pipe	5.50	1,210.00
170	lin. ft.	18" Corrugated Metal Siphon Pipe	4.50	765.00
10	cu. yds.	Concrete End Basins	60.00	600.00
200	lin. ft.	Salvaging Culvert Pipe	2.00	400.00
40	cu. yds.	Class "A" Concrete	60.00	2,400.00
5,600	lbs.	Metal Reinforcement	0.12	672.00
18,700	cu. yds.	4" - 0" Material in Base	1.50	28,050.00
6,600	cu. yds.	3/4" - 0" Material in Base and Shoulders	2.00	13,200.00
540	M-gal.	Sprinkling	3.00	1,620.00
5.67	miles	Preparation of Base	200.00	1,134.00
2,300	cu. yds.	Furnishing and Placing Aggregates	3.25	7,475.00
94	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	37.00	3,478.00
176	tons	Furnishing and Placing 151-200 Asphalt	37.00	6,512.00
		Subtotal		$121,674.00
		10% Engr. & Cont.		12,167.40
		Total		$133,841.40

Length of Roadway	5.670 miles
Length of Bridge (Exception)	0.008 mile
Total Length	5.678 miles
Cost per mile, Roadway	$23,605.18

Federal Aid Secondary Funds- - - - - - - - - - - - - - - - - - - -	$ 72,000.00
State Funds- -	61,841.40
	$133,841.40

PR-9

PUBLIC ROADS ADMINISTRATION

COMMISSIONER:
ATTENTION--PROGRAM SECTION

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

October 12, 1949
(Date)

The following major program change of the individual project is requested:

Oregon
(State)

F. Y. Federal Aid Secondary Highway Program
(Previous Program)

(Date of Approval)

COUNTY Wasco

FA or FAS Route No. FAS 311

	Item No.	Project No.	Termini	Project Cost Class of Work	Total Cost	Federal Funds	State Funds	Length Miles	Character of Proposed Work
Item as Now Programmed	99	S-94(1)	Tygh Valley to Wamic	Survey-Plans					Gr., Dr., 2-lane intermediate-type surfacing
				Right-of-Way					
				Construction	125,000	72,000	53,000		
				Total	125,000	72,000	53,000	5.35	
Requested Revision	99	S-94(1)	Same	Survey-Plans					
				Right-of-Way					Same
				Construction	133,841	72,000	61,841		
				Total	133,841	72,000	61,841	5.67	

Program Balance subsequent to approval of this and previously recommended change is: $

Reason for Change: **Completion of survey resulted in project being slightly longer than was indicated in program.**

Recommended for approval
District Engineer (date)

Recommended:
Division Engineer (date)

Approved:
Acting Commissioner (date)

December 12, 1949

Mr. Vernie Jarl
P. O. Box 254
Gresham, Oregon

Dear Sir:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3252 which was awarded to you on November 21, 1949 by the State Highway Commission, covering the Wamic-Tygh Valley and Dufur-Maupin Section on the Wamic County Road and The Dalles-California Highway, in Wasco County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 12/12 gk

FORM E-188X 10M 2-48

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

December 2, 1949

Mr. T. M. Davis, District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Enclosed are four duly executed copies of a maintenance agreement in connection with Federal Aid Project No. S-94(1), Wamic-Tygh Valley Section of the Wamic County Road in Wasco County.

Also enclosed are four signed copies of an encroachment resolution for the above project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
John W. Cattrall
Acting Engineer,
County and City Relations

JFH:[illegible]
Encl.

cc: Mr. J. W. Nash

Jon

RECEIVED
DEC 5 1949
FOR FILING

S-94(1)

File

December 1, 1949

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was started on November 28, 1949, on Contract No. 3252, Wamic-Tygh Valley and Dufur-Maupin Sections, in connection with Federal Aid Project No. S-94 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:gs

RECEIVED
JAN 27 1950
FOR FILING

8-94 (1)
3252

AGENDA
DEC 19 1949

November 22, 1949

Vernie Jarl
438 S. Roberts Avenue
Gresham, Oregon

Re: Contract No. 3252

Dear Mr. Jarl:

Confirming my telegram to you of November 21, the State Highway Commission has awarded you the contract for grading, surfacing and oiling on the Wamic-Tygh Valley Section of the Wamic County Road and Dufur-Maupin Section of The Dalles-California Highway, in Wasco County. This award was based on your low bid of $139,387 submitted on November 7, 1949.

Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Enc.

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc H.G.Smith
Goldie Lewis
S. H. Probert
L. R. White

Get Confirmed

S+C

SERVICE
class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM		SERIAL	
DAY LETTER		NIGHT LETTER	

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE		DEFERRED	
CODE		NIGHT LETTER	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
November 21, 1949
4:45 p.m.

Vernie Jarl
438 S. Roberts Avenue
Gresham, Oregon

State Highway Commission awarded you today contract for grading, surfacing and oiling on the Wamic-Tygh Valley Section of the Wamic County Road and Dufur-Maupin Section of The Dalles-California Highway in Wasco County, based on your low bid submitted November 7, 1949. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
NOV 22 1949
X FOR FILING

OREGON DISTRICT
S-94-(1)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
~~PUBLIC ROADS ADMINISTRATION~~
FEDERAL WORKS AGENCY
DIVISION EIGHT

P. O. BOX [illegible]
PORTLAND 8, OREGON

November 21, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your telegraphic request today for concurrence in award of contract on Oregon Project S-94(1), Wamic-Tygh Valley Section, as all rights-of-way were acquired. This will confirm our verbal concurrence today in the award of the above project to Vernie Jarl, Gresham, Oregon, who submitted the low bid on November 7, 1949.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

…ss of service desired;
…e this message will be
sent. … full rate telegram

FULL RATE TELEGRAM	X	SERIAL	
DAY LETTER		NIGHT LETTER	

WESTERN UNION

JOSEPH L. EGAN, PRESIDENT

1206

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE		DEFERRED	
CODE		NIGHT LETTER	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
NOVEMBER 21, 1949

MR. T. H. DAVIS, DISTRICT ENGINEER
DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
201 FINANCIAL CENTER BUILDING
PORTLAND, OREGON

REQUEST YOUR CONCURRENCE AWARD CONTRACT TODAY WAMIC-TYGH VALLEY PROJECT TO VERNIE JARL OF GRESHAM. ALL REQUIRED RIGHTS OF ENTRY ARE ACQUIRED.

R. H. BALDOCK

A NEW CURTIS SERVICE

Telegraph your order for America's favorite magazines—HOLIDAY, 1 yr., $5 • the Post, 1 yr., $5 • LADIES' HOME JOURNAL, 1 yr., $3. All prices U. S. only. No charge for wire. Pay Western Union clerk for subscription or when billed by publisher.

Publisher will, on subscriber's request, refund full amount paid for copies not previously mailed. Prices subject to change without notice.

RECEIVED
NOV 22 1949
FOR FILING

8-9401

3222

Salem, Oregon
November 21, 1949

Mr. W. C. Williams
Assistant State Highway Engineer

Dear Mr. Williams:

Attached is a copy of a letter from the Secretary of State acknowledging receipt of an agreement with Wasco County authorizing withholding funds due the county.

This agreement has to do with the stock piling of approximately 2,000 cubic yards of crushed rock for the county in connection with contract work on the Wamic-Tygh Valley job.

Very truly yours,

Secretary

FA:md
Attach.

cc - S. H. Probert
M. H. Hawke

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

November 17, 1949

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
State Office Building

Dear Mr. Glaisyer:

Acknowledgment is made of the receipt of the agreement between the State Highway Commission and Wasco County, authorizing the withholding of approximately $5,000.00, to be determined later, out of the moneys due Wasco County under the provisions of Section 100-129, O. C. L. A.

Proper notation has been entered on our records and the agreement placed on file.

Yours very truly,

EARL T. NEWBRY,
Secretary of State

By Harold F. Phillippi
Manager,
Accounting Division

HFP:MD

Copy to MNH
SHP
HCW

RECEIVED
STATE HIGHWAY COMMISSION

NOTED
H. B. GLAISYER

RECEIVED
NOV 23 1949
FOR FILING

FORM E-30

5 94(1)

3252

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 21, 1949

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer

NOTED
W. C. WILLIAMS

Dear Mr. Williams:

Attached is a copy of a letter from the Secretary of State acknowledging receipt of an agreement with Wasco County authorizing withholding funds due the county.

This agreement has to do with the stock piling of approximately 2,000 cubic yards of crushed rock for the county in connection with contract work on the Wamic-Tygh Valley job.

Very truly yours,

Secretary

FAQ:md
Attach.

cc - S. H. Probert
M. H. Hawke

EARL T. NEWBRY
SECRETARY OF STATE
Salem, Oregon

November 17, 1949

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
State Office Building

Dear Mr. Glaisyer:

Acknowledgment is made of the receipt of the agreement between the State Highway Commission and Wasco County, authorizing the withholding of approximately $5,000.00, to be determined later, out of the moneys due Wasco County under the provisions of Section 100-129, O. C. L. A.

Proper notation has been entered on our records and the agreement placed on file.

Yours very truly,

EARL T. NEWBRY,
Secretary of State

By /s/ Harold F. Phillippe

Manager,
Accounting Division

HFP:MD

RECEIVED
NOV 17 1949
FOR FILING

S-9411

3252

Salem, Oregon
November 16, 1949

Mr. E. A. Collier
Maintenance Engineer

Attached hereto are three unexecuted copies of an agreement with Wasco County covering maintenance of Wamic-Tygh Valley Section of Wamic County Road after construction as Federal Aid Secondary Highway Project.

Five fully executed copies of this agreement were sent to Mr. Cattrall and one was retained for the Commission's files.

L. H. Warfield
Staff Engineer

aw
Attach - 3

FORM E-30 15M 10-48 30087

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 14, 1949

SUBJECT:

To: Mr. John W. Cattrall

Attached hereto, for further handling by you, are five fully executed copies of an agreement with Wasco County covering maintenance of Wamic-Tygh Valley Section of Wamic County Road after construction as Federal Aid Secondary Highway Project. Also attached are three unexecuted copies to be forwarded to Maintenance Department.

One fully executed copy has been retained in this office for the Commission's files.

Secretary

rn
attach: 8

Warfield:— I have pulled the 5 copies that were earmarked for this office

J.W. Cattrall
11/15/49

RECEIVED
NOV 15 1949
ENGINEER
COUNTY & CITY RELATIONS

3 Collier

RECEIVED
NOV - 7 1949
FOR FILING

S-94(1)

3352

November 3, 1949

Oregon State Highway Commission

Gentlemen:

Bids are being called at the November 7-8 meeting for the construction of the [illegible] Valley Section of the Wasco County Road. This is a federal-aid secondary project. Upon completion of the construction, Wasco County is to assume maintenance of the improved highway, as this is not on the state system.

There will be presented to you at the next meeting a form of agreement to be entered into between the State and Wasco County, wherein Wasco County agrees to maintain the highway in a satisfactory manner. The agreement has been executed by Wasco County, and I recommend your approval.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. John W. Cattrall

RECEIVED
NOV 14 1949
FOR FILING

7-d

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

November 1, 1949

Oregon State Highway Commission

For Complete File
See: Materials
Crushed Rock + Gravel '50 file

Gentlemen:

The County of Wasco has requested that approximately 2,000 cubic yards of crushed rock be stockpiled by the State's contractor on the Wamic-Tygh Valley project, for the use of Wasco County in maintaining the highway after its improvement.

A form of agreement has been prepared by Mr. Devers wherein the County authorizes the Secretary of State to withhold from the County's share of motor vehicle revenues a sum sufficient to pay for the cost of the rock. This agreement has been executed by the County Court of Wasco County and will be presented to you for execution at the next meeting. I recommend that you approve the agreement, which means that the State will be reimbursed for the cost of the rock from the first moneys due the County after the rock is actually produced.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams ✓
Mr. H. G. Smith
Mr. S. H. Probert
Mr. M. H. Hawke
Mr. J. W. Cattrall

RECEIVED
OCT 31 1949
FOR FILING

MONTANA FAS 94-1
OREGON
IDAHO
WASHINGTON

BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF COMMERCE
~~PUBLIC ROADS ADMINISTRATION~~
~~FEDERAL WORKS AGENCY~~
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

File

October 27, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The sketch map for Oregon Federal-aid Secondary Project FAS-94, Tygh Valley-Wamic Road on FAS Route 311 in Wasco County, is approved today.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L. J. Caufield
L. J. Caufield
Principal Highway Engineer

Copy to Probert.

[illegible]
W. C. WILLIAM

RECEIVED
OCT 27 1949
FOR FILING

S-94(1)
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
~~PUBLIC ROADS ADMINISTRATION~~
~~FEDERAL WORKS AGENCY~~
DIVISION EIGHT

P. O. BOX [illegible]
PORTLAND 8, OREGON

October 24, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.&E. documents for Oregon Project No. S-94(1), Wamic-Tygh Valley Section of the Wamic Road, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Concurrence in award will be withheld pending receipt of advice that all right-of-way or rights-of-entry have been obtained.

Please submit the usual encroachment and maintenance resolutions by the County Court.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

RECEIVED
OCT 26 1949
OREGON
STATE HIGHWAY COMMISSION

Copy sent to Catrell

RECEIVED
JAN 25 19
FOR FILING

File

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 27th, 1948

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

W. C. WILLIA

Dear Sir:

It is my understanding that the County has approved the selection of the Tygh Valley-Wamic County Road as one of the first year federal aid secondary projects.

It is quite desirable to make this survey this winter, and I would appreciate permission to go ahead with the work.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

cc to: W. E. Chandler
Dean Swift

"Where Rain and Sunshine Meet"

WASCO COUNTY
COUNTY COURT
THE DALLES, OREGON

R. J. WILSON
JUDGE
J. O. SWARTZ
COMMISSIONER
S. M. HIX
COMMISSIONER

~~November~~ Dec 11, 1948

NOTED
State Highway

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Mr. Baldock:

We have your letter of December 1st and the matter was discussed at our December 8th meeting of the Court. Mr. Forrest Cooper has been here and we are writing to advise you that we are very much pleased with your program for the Tygh Valley-Wamic section of the Wamic County Road FAS No 311.

Wasco County will furnish any necessary rights-of-way.

It is our hope and desire that you will put on an oil macadam surface.

We would like to arrange to have enough crushed rock stock-piled to take care of a few years maintenance.

Thanking you for your interest in Wasco County Roads, we are

Very truly yours,

WASCO COUNTY COURT

W. R. Webber

Ward R. Webber
County Judge

RECEIVED
DEC 13 1948
OREGON
STATE HIGHWAY COMMISSION

WRW:mw

EIVED
EC 14 1948
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 10, 1948

SUBJECT:

To: Mr. W. C. Williams
OFFICE

I have discussed the matter of work on the Federal Aid Secondary system in Wasco County with County Judge Webber, and he states that the Court is quite agreeable to the project mentioned in Mr. Baldock's letter of December 1 - Tygh Valley-Wamic, F.A.S. No. 311. If possible, they would like to have the job include oiling. This road carries a small amount of log traffic.

The Court will confirm this by letter to Mr. Baldock. This letter is merely for your information.

NOTED
W. C. WILLIAMS

Forrest Cooper
Engineer, County and City Relations

FC:MM

CEIVED
DEC 2 1948
FOR FILING

December 1, 1948

County Court of Wasco County
The Dalles, Oregon

Gentlemen:

In considering the construction program for the years 1949 and 1950, the Highway Commission is considering, among other projects, the grading and surfacing of the Tygh Valley-Wamic Section of the Wamic County Road, which is FAS No. 311. The length of this section is 5.35 miles, and the estimated cost of construction is $125,000.

As this road is not on the State Highway System, the Commission will consider its improvement with State and Federal funds only in the event that necessary rights of way will be acquired by the County without cost to the State. A minimum 60-foot right of way will be required on existing locations. Where a new route is selected, requiring the purchase of all new rights of way, the minimum right of way required would be 80 feet, but existing rights of way with a minimum of 60 feet will be accepted on existing roads, unless additional width is necessary for slopes or drainage.

Mr. Forrest Cooper, City and County Relations Engineer, or his representative, will contact you shortly and go over the project and endeavor to answer any questions you may have with regard to the project. After this visit, would appreciate an answer from you.

Very truly yours,

W. C. WILLIAM

R. H. Baldock
State Highway Engineer

cc: Forrest Cooper

120-1058 Fisher Road-Oak Hill Sec. 1949
of the Richardson-Eugene
#3253 Secon.

RECEIVED
FOR FILING
120-16-E

OREGON STATE HIGHWAY DEPARTMENT

(date)
Dec. 30, 1952

(CONTRACT NO.) 3253	(EST. NO.)	(CONTRACTOR)	
3253	11 & 12-final	Inter City Sand & Gravel Co. Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
23630	R-56506	$ 1,385.82	Dec. 29, 1952

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. A. Wicklander
ACCOUNTING DIVISION

Specified Completion Date: Oct. 31, 1950

Time Extensions: to Nov. 6, 1951 without penalty

Completion Date: Nov. 6, 1951

Date Accepted: Aug. 18, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-2-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: JAN 2 1953
A. A. Wicklander

NOTED ON CARD
1-2-53

RECEIVED
SEP 9 1952
FOR FILING

[illegible]

3253

September 9, 1952

Inter City Sand & Gravel Co., Inc.
3698 Highway 99 South
Eugene, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on August 18, 1952, had under discussion your request for an extension of time of 371 days, from October 31, 1950 to November 6, 1951, within which to complete your contract No. 3253 covering the Fisher Road-Oak Hill Section of the Richardson-Eugene Secondary Highway in Lane County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

E. E. Umphlette,
Resident Engineer

H. G. Smith,
Construction Engineer

NOTED ON CARD

9-9-52 g

RECEIVED
AUG 29 1952
FOR FILING

120-[illegible]

3253

August 28, 1952

United Pacific Insurance Co.
Fidelity & Surety Department
Seattle 14, Washington

Gentlemen:

State Highway contract No. 3253 for work performed on the Fisher Road-Oak Hill Section of the Richardson-Eugene Secondary Highway in Lane County was completed by the contractor, Inter City Sand & Gravel Co.,Inc., on November 6, 1951 and was formally accepted by the Highway Commission on August 18, 1952.

Final payment in the amount of $1,385.82 will be released to the contractor on or after September 8, 1952. The total contract amount is $53,862.82, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as the surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. Bryant G. DeBar
88 10th Street East
Eugene, Oregon

Portland Branch Office

NOTED ON CARD
8-28-52 gl

RECEIVED
AUG 14 1952
FOR FILING

[illegible]

3293

August 13, 1952

Request for extension of time
No. 11
August 18 and 19

Oregon State Highway Commission

Gentlemen:

Herewith a request from the Inter City Sand & Gravel Co., Inc. for an extension of time on Contract No. 3293, Fisher Road-Oak Hill Section of the Richardson-Eugene Secondary Highway, from October 31, 1950 to November 6, 1951.

Some difficulty was experienced in compacting the subgrade due to excessive moisture, and the contractor was unable to secure an oiling subcontractor in time to complete the project any earlier. While the contractor was dilatory in the handling of this project, no additional engineering expense was incurred nor any hardship experienced by highway users due to noncompletion.

I would recommend, therefore, that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

EAP lg

RECEIVED
NOV 29 1951
FOR FILING

120-1054

3253

November 28, 1951

United Pacific Insurance Co.
Fidelity & Surety Dept.
Seattle 14, Washington

Gentlemen:

It is the intention of the State Highway Commission to release to Inter City Sand & Gravel Co.,Inc. a portion of the funds heretofore retained by the Commission in connection with contract No. 3253, covering the Fisher Road-Oak Hill Section of the Richardson-Eugene Secondary Highway in Lane County.

This payment, which is in the amount of $3,991.26, reduces the retained percentage to 3% of the total amount earned by the contractor or the sum of $1,623.00. The present payment will be released on or after December 8, 1951.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. Bryant G. DeBar
88 - 10th East
Eugene, Oregon

Portland Branch Office

NOTED ON CARD

[illegible]

Form E-1—10M—4-51

120-1058

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Nov. 10, 1951

Section Fisher Road-Oak Hill

Kind of work Grading, Surfacing, & Oiling

Highway Richardson-Eugene Secondary

Section prefix 120-1058

Contractor Inter City Sand & Gravel Co., Inc.

Contract number 3253

Date of contract Dec. 7, 1949

Date of completion Oct. 31, 1950

Date work started July 7, 1950

Estimated date of completion , 19

Amount of contract $ 50,779.50

Per cent of time elapsed $\frac{703}{329}$ 214 %

Estimated cost of completed project, exclusive of engineering $ 53,653.90

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 6,725.00, 13.2 %

Date project was completed Nov. 6, 1951

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

PROGRESS BY CONTRACTOR

Contractor worked 2 days on finishing work under this contract. Work was completed on Nov. 6, 1951.

ENGINEERING

1 Street Inspector part time.

NOTED
H. G. SMITH

RECEIVED
NOV 13 1951
OFFICE OF
CONSTRUCTION ENGINEER

Signed E. E. [illegible]

NOTED
B. A. [illegible]

Address 2141 East 15th Ave. Eugene, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities	12,000 cy	10,300 cy		970 cy	
Estimated quantities moved or placed to date	17,664 cy	9,080 cy		810 cy	
Average daily quantities					
Average daily quantities necessary to complete project on time	Complete	Complete		Complete	
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	3				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES.	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men	1					1	2
Men and teams							
Men and trucks under 3 tons	1						1
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...1......., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	" "		
Tuesday	Cloudy		
Wednesday	Fair		
Thursday	" "		
Friday	Cloudy		
Saturday			

RECEIVED
MAR 13 1951
FOR FILING

120-1558

3253

March 9, 1951

Southern Pacific Company
Union Station
Portland 9, Oregon

Attention: Mr. L. P. Hopkins

Gentlemen:

This is in answer to your request of March 6 that you be permitted to bill the State Highway Commission for flagman services furnished the Inter-City Sand & Gravel Company while they were making the fills on the Fisher Road-Oakhill Section, our Contract No. 3253.

There is no legal machinery whereby the Highway Commission can pay a bill for services furnished the contractor and deduct the amounts paid from the contractor's estimate unless, and until, the contractor has failed or neglected to pay for such services. In connection with the work performed for the contractor, we have information at hand to the effect that the contractor has acknowledged the bill as a just claim against the job, and we believe that he will pay the bill from your company as soon as it is presented. We, therefore, suggest that you present him a bill for the work. If he fails or refuses to pay for the work, please advise us, and we will take whatever steps are necessary to see that the bill is paid.

Your daily reports accompanying your letter of March 6 are returned herewith.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

Attached

CAG/ds

cc G. S. Paxson

SOUTHERN PACIFIC COMPANY

UNION STATION, PORTLAND 9, OREGON

L. P. HOPKINS
Superintendent

March 6, 1951

In Reply Please Refer To

GMO 43923

Oregon State Highway Commission
Salem
Oregon

C O P Y

Attention: Mr. G. S. Paxson

Gentlemen:

Please refer to construction of Oakhill Overcrossing near Eugene, Oregon.

Attached are daily reports covering services of watchman for 27 hours incurred on Sept. 20th, 21st and 23rd, 1950, while grading contractor, Inter-City Sand and Gravel Co., 3698 Pacific Highway South, Eugene, Oregon, was constructing fill for overcrossing structure.

Contractor made use of county grade crossing near structure to haul fill material across tracks from borrow area to fill. Movement of scrapers together with material spilling off loads on the crossing and filling flangway created a hazardous condition. Contractor agreed to pay for expense of watchman and attached reports covering this expense have been approved by him.

It would simplify our billing if we could include the bill for this expense with our bills to the State and would appreciate the State withholding from the contractor to cover. We will be pleased to receive your approval with the return of the reports.

Yours truly,

L. P. Hopkins /s/

Attch.

RECEIVED
JAN 16 1951
FOR FILING

120-1058

3455

2417

January 10, 1951

Mr. Frank A. Goble
Route 1, Box 110½
Veneta, Oregon

Dear Sir:

It is anticipated that the surfacing and oiling on the Fisher Road-Oak Hill Section will be completed about June 30, 1951. The grading was not completed in time to complete oiling, and we must wait for seasonal weather to do this work.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. H. G. Smith

anuary 9, 1951 ASSIGNMENT

No. [illegible]

By [illegible]

Description: **Frank A. Goble's letter of January 6 asking about date of completion of overpass stretch of highway between Eugene and Veneta**

Acknowledged by ----- Referred to --Smith ✓ ---------

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
xx Return with rough draft of reply
Please prepare for -----------------

----------------------- signature

Assignment executed 1-9-51 Report received ---------

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

FRANK A. GOBLE
ROUTE 1 BOX 1104
VENETA OREGON

January 6th 1951.

Mr. R. H. Baldock.
State Highway Engineer,
Salem, Oregon.

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Dear Sir:-

Can your office give me any information regarding the possible date of completion of the overpass stretch of highway between Eugene & Veneta?

NOTED
W. C. WILLIAMS

The completed overpass seems to be a very nice piece of engineering, and many of the residents of Noti, Vaughn, Elmira, Crow and Veneta often wonder why the grading and rock surfacing of this new stretch of road was not completed.

Meanwhile, the gravel stretch is no credit to our State.

Yours truly,
Frank A. Goble.

RECEIVED
FOR FILING

120-105-8

3253

January 11, 1950

Inter City Sand & Gravel Co.,Inc.
3698 Highway 99 South
Eugene, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3253 which was awarded to you on December 7, 1949 by the State Highway Commission, covering the Fisher Road-Oak Hill Section of the Richardson-Eugene Secondary Highway in Lane County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

[illegible] 1/11, gl

RECEIVED
JAN 27 1950
FOR FILING

120-1058

3253

December 7, 1949

Inter-City Sand & Gravel Co.
3698-S.E. 99 South
Eugene, Oregon

Re: Contract No. 3253

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for grading, surfacing and oiling the Fisher Road-Oak Hill Section of the Richardson-Eugene Secondary Highway, in Lane County. This award was based on your low bid of $50,779.50, using asphalt, submitted on November 8, 1949.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ts

cc - H. C. Smith
Goldie Lewis
S. H. Probert
L. R. White (S.I.A.C.)

GET CONFIRMED

DOMESTIC SERVICE			
Check the class of service desired; otherwise this message will be sent as a full rate telegram			
FULL RATE TELEGRAM	☒	SERIAL	☐
DAY LETTER	☐	NIGHT LETTER	☐

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE			
Check the class of service desired; otherwise this message will be sent at the full rate			
FULL RATE	☐	DEFERRED	☐
CODE	☐	NIGHT LETTER	☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
December 7, 1949
9:00 a.m.

Inter-City Sand & Gravel Co.,
3698-U.S. 99 South
Eugene, Oregon

State Highway Commission awarded you today contract for grading, surfacing and oiling the Fisher Road-Oak Hill Section of the Richardson-Eugene Secondary Highway, Lane County, based on your low bid submitted November 8, 1949. Contract forms follow shortly.

H. B. Glaisyer, Secretary
Oregon State Highway Commission

RECEIVED
NOV 10 1949
FOR FILING
MONTANA
OREGON
WASHINGTON

Const
R/W
Richardson Eugene Ind

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

POST OFFICE BUILDING
PORTLAND 8, OREG.

March 16, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

[illegible]

#253

Dear Sir:

The preliminary plans for the Fisher Road-Oak Hill grading, surfacing and oiling project on the Richardson-Eugene Secondary Highway in Lane County, transmitted by your letter of November 21, 1944, have been reviewed and are considered satisfactory except that the heavy traffic on this road justifies a heavier mat than the 0-30 shown on the typical section. We would like to have you give this matter further study. The road plans will be recommended for approval when satisfactory overcrossing plans, specifications and estimate are submitted and also the usual number of sets of completed plans. ?

It is to be understood that before authorization is given for advertising for bids for the project a program including this project will be submitted and approved for the appropriate class of highway funds.

It also seems desirable since this is a project for postwar construction to submit Form PR-80 to assist in inclusion of this project in the tabulation of over-all postwar construction.

Very truly yours,

W H Lynch

W. H. LYNCH
Division Engineer

RECEIVED
[illegible] 7 1945
STATE HIGHWAY COMMISSION

Fisher Rd - Oak Hill

March 16, 1945

3/20/45
H G Smith says
use 0-11.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The preliminary plans for the Fisher Road-Oak Hill grading, surfacing and oiling project on the Richardson-Eugene Secondary Highway in Lane County, transmitted by your letter of November 21, 1944, have been reviewed and are considered satisfactory except that the heavy traffic on this road justifies a heavier mat than the 0-30 shown on the typical section. We would like to have you give this matter further study. The road plans will be recommended for approval when satisfactory overcrossing plans, specifications and estimate are submitted and also the usual number of sets of completed plans.

Use 0-11
Fixed type.
shown on plans.

It is to be understood that before authorization is given for advertising for bids for the project a program including this project will be submitted and approved for the appropriate class of highway funds.

It also seems desirable since this is a project for postwar construction to submit Form PR-80 to assist in inclusion of this project in the tabulation of over-all postwar construction.

Very truly yours,

W. H. LYNCH
Division Engineer

4-8305 Klaskanine Summit-Columbia Co. 1949
Line Rock Prod. Proj., Nehalem
#3254 Secon. Hwy.

RECEIVED
OCT 5 1950
FOR FILING

4-8305

OREGON STATE HIGHWAY COMMISSION
(date)
Sep. 29, 1950

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3254	4-final	Jed Wilson	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
#15468	593	$ 889.27	Sep. 28, 1950

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date:

Time Extensions:

Completion Date:

Date Accepted:

Penalties:

Claims:

Remarks:

Date:

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

[illegible] ON CARD

10-3-50, [illegible]

Warrant Mailed: [illegible]

[illegible]

OREGON STATE HIGHWAY COMMISSION
(date)
Sep. 29, 1950

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3254	4-final	Jed Wilson

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
#15468	593	$ 889.27	Sep. 28, 1950

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: June 30, 1950

Time Extensions: **Extended to July 30, 1950 without penalty**

Completion Date: July 14, 1950

Date Accepted: Sep. 28, 1950

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-3-50

To the Accounting Division:

Release of the above warrant is hereby authorized.

HBGlaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

RECEIVED
SEP 13 1950
FOR FILING

4-9305
3254

September 12, 1950

Hartford Accident and Indemnity Co.
Hartford 15
Connecticut

Gentlemen:

State Highway Contract No. 3254 for work on the Klaskanine Summit-Columbia County Line Section of the Nehalem Secondary Highway in Clatsop County has been completed by the contractor, Jed Wilson, and final payment in the amount of $889.27 will be made after acceptance by the Commission.

The State is not advised of any unpaid claims for labor or materials or of the existence of claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $31,091.50 and that no force account work was performed on the project. This contract was completed on July 14, 1950, but has not as yet been accepted by the Commission.

This notice is sent you because you appear as surety on the bond furnished by the above contractor.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - Jaggar & Belden
601 Broadway
Seaside, Oregon

NOTED ON CARD
[illegible] 36

RECEIVED
FOR FILING

R. H. Baldock

September 7th, 1950

FINAL COST ANALYSIS

Contract #3254
Klatskanine Summit-Columbia Co. Line

Prefix 4-8305
Nehalem Secondary Highway

3254

Jed Wilson, Contractor
J. H. Scott, Resident Engineer

Description	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
1¼"-3/4" Cr. Rock in S.P.	1,460.05	Cu. Yd.	$2.21	$2.72	$3,226.71	$3,971.34
3/4"-½" " " " "	4,275.91	" "	2.21	2.72	9,494.46	11,630.48
½"-¼" " " " "	3,810.74	" "	2.21	2.72	8,421.73	10,365.21
¼"-0" " " " "	1,809.77	" "	2.21	2.72	3,999.59	4,922.57
Screen Rejections	425.8	" "	0.25	0.25	106.45	106.45
Hauling Rejects	127.7	Yd. Mi.	0.12	0.12	15.32	15.32
Haul Adjustment, Favor of State	- 204.3	" "		0.10		- 20.43
PA #1, Oil Rock in S.P.	45.71	Cu. Yd.	2.21	2.20	101.02	100.56
					$25,365.38	$31,091.50

Gross Revenue	$31,091.50
Total Cost	25,365.38
Net Profit	$ 5,725.62

Net Profit Equals 18.4% of Gross Revenue

NOTED
State Highway Engineer

Klatskanine Summit-Columbia County Line

Detail of Cost

Labor:

Supervision & Labor	$6,772.56	
State Industrial Accident Insurance	152.24	
Unemployment Insurance	121.90	
Social Security	67.63	
		$7,114.33

Equipment Rental & Miscellaneous Expense:

Equipment Rental, Owned	$6,013.00	
" " , Hired	1,827.00	
Hired Trucks, Including Drivers	5,740.63	
Gas, Oil & Grease	1,311.48	
Explosives	848.28	
Drill Steel	99.40	
Freight & Cartage	199.45	
Miscellaneous Supplies & Small Tools	1,013.14	
Public Liability & Property Damage	97.22	
Bond	163.20	
Home Office & General Overhead	938.25	
		18,251.05

Total Cost $25,365.38

Klatskanine Summit-Columbia Co. Line

Breakdown of Crushed Rock Costs

	Cost	Quantity	Unit	Unit Cost
Move In & Set Up	$3,509.36	11,402.18	Cu. Yd.	$0.308
Drill & Shoot	2,638.06	"	" "	0.231
Load in Quarry	2,320.46	"	" "	0.204
Haul to Crusher	2,912.32	"	" "	0.255
Crusher Operation	6,978.13	"	" "	0.612
Overhead & Proratable Expense	742.51	"	" "	0.065
	$19,100.84	11,402.18	Cu. Yd.	$1.675
Haul - Av. 4.5 Miles	$4,954.82	11,402.18	Cu. Yd.	$0.434
Stockpiling Cost	1,184.20	"	" "	0.104
	$25,239.86	11,402.18	Cu. Yd.	$2.213

Klatskanine Summit-Columbia County Line

Remarks:

This contract required the crushing of maintenance rock for the Nehalem River Highway. The contract was bid and awarded on November 8th, 1949. The contractor started work on April 1st, 1950, and completed the project on June 30th, 1950.

The contractor, after some exploratory work adjacent to the highway at Fishhawk Falls, decided to use the specified State quarry situated 1.2 miles southerly from the highway at M.P. 23.0. However, the crushing plant was set up 0.2 mile south of the highway and the rock was hauled 1.0 mile from the quarry to the plant. The crushing plant contained an 18" x 36" jaw, a 36" Telesmith cone and a 24" cone. The plant operated 301 hours and produced at the rate of 38 yards per hour with very few delays due to breakdowns or weather. The quarry broke very well at a drilling and shooting cost of only $0.23 per yard. The rock was hauled to the stockpiles with both hired trucks and owned trucks an average of 4.5 miles.

The contractor made an excellent profit on the job due to a good plant and a minimum of lost time.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

RECEIVED
AUG 2 [illegible] 1950
FOR FILING

4-8305

3254

August 25, 1950

Hartford Accident & Indemnity Co.
Hartford 15
Connecticut

Gentlemen:

You are advised of the intention of the State Highway Commission to make semi-final payment to Jed Wilson, on contract No. 3254, for rock production on the Klaskanine Summit-Columbia County Line Section of the Nehalem Secondary Highway in Clatsop County. This payment, in the amount of $7,207.58, will be made on or after September 5, 1950. The retained percentage is $934.09.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jaggar & Belden
601 Broadway
Seaside, Oregon

Noted on card
G.L.

Form E-1—6M—3-50

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 12th, 1950

Section Klaskanine Summit- Columbia Co Line

Kind of work maintenance rock production

Highway Nehalem Secondary

Section prefix 4-8305

Contractor Jed Wilson

Contract number 3254

Date of contract December 7th, 1949

Date of completion June 30th, 1950

Date work started April 1st, 1950

Estimated date of completion July 14th, 1950

Amount of contract $ 27,200.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 31,136.32

Per cent of contract completed, based on total contract price 100+ %

Engineering cost to date $ 860.00, 2.7 %

Date project was completed July 14th, 1950

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi Final estimate mailed to Salem office August 9th, 1950

NOTED

NOTED
H. W. LIBBY

RECEIVED
AUG 14 1950
DIVISION ENGINEER

Signed J.H.Scott
JHScott

Address Nehalem, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			10,000		
Estimated quantities moved or placed to date			11,353		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

State Printing Dept. 38842

RECEIVED
JUL 20 1950
FOR FILING

4-8305

3254

July 19, 1950

Mr. Jed Wilson
Hamlet Route
Seaside, Oregon

Dear Sir:

The State Highway Commission, at its meeting on July 11, 1950, had under discussion your request for an extension of time of 30 days, from June 30 to July 30, 1950, within which to complete your contract No. 3254 for rock production on the Klaskanine Summit-Columbia County Line Section on the Nehalem Secondary Highway in Clatsop County.

I am pleased to inform you that the Highway Commission granted your request without penalty. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the Engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: F. D. Mason,
Division Engineer

J. H. Scott,
Resident Engineer

H. O. Smith

NOTED ON CARD
7-19-50 g-f

RECEIVED
JUN 28 1950
FOR FILING

4-8305

3254

June 22, 1950

Oregon State Highway Commission

Request for extension of time
No. 1
July 10 and 11 meeting

Gentlemen:

Herewith a request from Jed Wilson for an extension of time on Contract No. 3254, Klaskanie Summit-Columbia County Line Section, from June 30, 1950, to July 31, 1950.

This Contractor has been furnishing stockpile materials under Purchase Order for the State which delayed operations on this particular Contract. He was also delayed to a certain extent because of the bad weather which would not permit the production of satisfactory maintenance rock.

The delay has not inconvenienced the State or increased the engineering costs. I would recommend, therefore, that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment
cc Mr. W. C. Williams
Mr. H. G. Smith
: ;bl

RECEIVED
JAN 12 195
FOR FILING

4-8305

3254

January 11, 1950

Mr. Jed Wilson
Hamlet Route
Seaside, Oregon

Dear Sir:

We enclose herewith a fully executed copy of contract No. 3254, which was awarded to you on December 7, 1949 by the State Highway Commission, covering rock production on the Klaskanine Summit-Columbia County Line Section of the Nehalem Secondary Highway in Clatsop County. This copy is for your records and files.

We are also sending an executed copy of the above contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 1/11, gl

RECEIVED
JAN 27 1950
FOR FILING

4-8305

3254

AGENDA
DEC 19 1949

December 7, 1949

Jed Wilson
Hamlet Route
Seaside, Oregon

Re: Contract No. 3254

Dear Mr. Wilson:

Confirming my telegram to you of this date, The State Highway Commission has today awarded to you the contract for the rock production project on the Klaskanine Summit-Columbia County Line Section of the Nehalem Secondary Highway, in Clatsop County. This award was based on your low bid of $27,200.00 submitted on November 8, 1949.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

te

cc - H. G. Smith
Goldie Lewis
S. H. Probert
L. R. White (S.I.A.C.)

GET CONFIRMED

DOMESTIC SERVICE			
Check the class of service desired; otherwise this message will be sent as a full rate telegram			
FULL RATE TELEGRAM	☒	SERIAL	☐
DAY LETTER	☐	NIGHT LETTER	☐

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE			
Check the class of service desired; otherwise this message will be sent at the full rate			
FULL RATE	☐	DEFERRED	☐
CODE	☐	NIGHT LETTER	☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
December 7, 1949
9:00 a.m.

Jed Wilson
Hamlet Route
Seaside, Oregon

State Highway Commission awarded you today contract for the rock production project on the Klaskanine Summit-Columbia County Line Section of the Nehalem Secondary Highway in Clatsop County, based on your low bid submitted November 8, 1949. Contract forms follow shortly.

H. B. Glaisyer, Secretary
Oregon State Highway Commission

120-1059 Oakhill O'Xing Structure 1949

#3255

RECEIVED
OCT. 5 - 1951
FOR FILING

120-1659

3255

2927

October 2, 1951

Mr. L. P. Hopkins
Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

Re: Overcrossing at Oak Hill
in Lane County, Oregon

This is to advise that we have completed all work on the structure and approaches on the Oak Hill Overcrossing Section between Eugene and Veneta in Lane County. I know of no reason why you should not proceed with the removal of existing crossings and the erection of barricades.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

GSP:gm
cc G. S. Paxson

ASSIGNMENT

September 28, 1951

No. [illegible] 7
By [illegible]

Description: L. P. Hopkins' letter of September 24 regarding overcrossing structure at Oak Hill between Eugene and Veneta

Acknowledged by _ _ _ _ _ Referred to _ _ Paxson ✓ _ _ _ _ _ _ _ _

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
xx Please prepare for _ _ Williams' _ _ signature
_ _

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Assignment executed _10-2-51_ Report received _ _ _ _ _ _ _ _

Remarks:

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

L. P. HOPKINS
SUPERINTENDENT

IN REPLY PLEASE REFER TO
GMO 43923

RETURN TO
W. C. WILLIAMS
FOR FILING

September 24, 1951

Mr. R. H. Baldock, State Highway Engr.
Oregon State Highway Commission
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Mr. Baldock:

NOTED
G.S.PAXSON

Please refer to overcrossing structure at Oak Hill between Eugene and Veneta, Oregon.

Understand that paving has been completed and traffic is now routed over the new road. Would you please advise if we should proceed with removal of old crossings and erection of barricades.

Yours truly,

L P Hopkins

[redacted]

REFERRED TO
Williams,
Highway Engineer

Please prepare answer

RECEIVED
OREGON STATE HIGHWAY COMMISSION

RECEIVED
SEP 26 1951
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
1951
FOR FILING
120-1059

3255 (CONTRACT NO.)

OREGON STATE HIGHWAY COMMISSION
(date)
Jan. 19, 1951

3255	9 final	Glenn Smock
(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)

B-79	B-7844	$ 3,145.40	1/18/51
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. A. Wicklander
ACCOUNTING DIVISION

- -

Specified Completion Date: **Sep. 30, 1950**

Time Extensions: **None required**

Completion Date: **Sep. 20, 1950**

Date Accepted: **Sep. 28, 1950**

Penalties: **None of record**

Claims: **None of record**

Remarks:

- -

Date: **1-19-51**

To the Accounting Division:

Release of the above warrant is hereby authorized.

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:
A. A. Wicklander

1-22-51

RECEIVED
NOV 29 1950
FOR FILING

120-1059

3255

November 28, 1950

General Casualty Company of America
Eugene Insurance Agency
27 East Broadway
Eugene, Oregon

Gentlemen:

Please be advised that State Highway Contract No. 3255, covering the Oak Hill Overcrossing on the Richardson-Eugene Highway in Lane County, has been completed by the contractor, Glenn Snook, and that final payment in the amount of $3,145.40 will be made on or after December 8, 1950.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

For your information we wish to advise that the total contract amount is $66,585.41, and that no force account work was performed on the job. This contract was completed on September 20 and accepted by the Highway Commission on September 28, 1950.

We are sending you this notice as your Company is surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: General Casualty Co. of America
General Insurance Bldg.
Seattle 5, Wash.
Attn.: Surety Dept.

NOTED ON CARD
11-28-50 gl

RECEIVED
SEP 21 1950
FOR FILING

120-105 J

3255

September 20, 1950

General Casualty Co.of America
Eugene Insurance Agency
27 East Broadway
Eugene, Oregon

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Glenn Snock on contract No. 3255, covering the Oak Hill Overcrossing on the Richardson-Eugene Highway in Lane County. This payment, in the amount of $8,850.52, will be made on or after September 30, 1950. The retained percentage is $1,962.06.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: General Casualty Co.of America
General Insurance Bldg.
Seattle 5, Wash.
Attn.: Surety Dept.

NOTED ON CARD

9-21-50 JC

RECEIVED
FEB 8 1950
FOR FILING

120-1259

3255

Salem, Oregon
February 7, 1950

Mr. J.M. Devers
Chief Counsel

We have received in this office a fully executed copy of the agreement between the State Highway Commission and the Southern Pacific Company covering the construction of the Oak Hill overpass, in Lane County, Oregon

This agreement is being filed as railroad agreement #352.

Secretary

rn

cc - Mr. W.C. Williams
Mr. G.S. Paxson

RECEIVED
JAN 18 1950
FOR FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

[illegible]

[illegible]

January 17, 1950

NOTE -
W. C. WILLIAMS

Mr. E. C. Crocker
Contract Attorney
Southern Pacific Company
65 Market Street
San Francisco, California

Re: File L-1262

Dear Mr. Crocker:

In accordance with request received from Mr. Frank McColloch I am enclosing herewith original and one duplicate counterpart copy of the Veneta-Oak Hill construction agreement covering the overcrossing project in Section 31, Township 17 South, Range 4 West, W.M., in Lane County, Oregon.

The agreements have been executed by the State Highway Commission and are forwarded for further handling by Southern Pacific Company. We assume that after execution by Southern Pacific Company one copy will be returned to this office.

In the recital on page 1 of the agreement the date of execution of the easement agreement has been left blank. We do not have the necessary information available for filling this in. The forms of the easement agreement were forwarded to Mr. L. P. Hopkins, Supt., Southern Pacific Company, Union Station, Portland, Oregon, under date of November 3, 1949 and undoubtedly they have already come to attention.

Very truly yours,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Counsel

JWD:ms
Enc. (2)

cc: Mr. Frank C. McColloch, Atty.
Southern Pacific Company
702 Pacific Building
Portland, Oregon

Mr. W. C. Williams ✓
Mr. G. S. Paxson

RECEIVED
JAN 17 1950
FOR FILING

120-1059

3255

Salem, Oregon
January 16, 1950

Mr. J.M. Devers
Chief Counsel
Office

Attention: Mr. J.W. DeSouza

Attached hereto, for further handling by you, is the original and duplicate copy of an agreement with the Southern Pacific Company covering the Oak Hill Overcrossing in Lane County, which has been executed by the Highway Commission.

Secretary

FR
attach: 2

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

January 6, 1950

Memorandum to the Commission

Attached for your approval is the original and duplicate copy of an agreement with the Southern Pacific Company covering the Oak Hill Overcrossing in Lane County. This matter was discussed by the Commission at its meeting on November 8 as shown on Page 16313 of the minutes. The Chief Counsel now advises that the objectionable provisions which he referred to on November 8 have now been clarified or modified so that the original objections have been removed.

The agreement has been approved by Mr. J. M. Devers, Chief Counsel and Mr. R. H. Baldock, State Highway Engineer.

H.B.Glaisyer
Secretary

FAQ:md
Attach.

cc - Floyd Query

REFERRED TO
Gueny
BY SECRETARY

please prepare
short letter to Comm
for my signature
HMJr

FORM E-30X 15M 6-49 23800

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 5, 1950

SUBJECT: L-1262

To: Mr. W. C. Williams
Assistant State Highway Engineer

OFFICE

REFERRED TO
Glaisyer
By Asst. Chief Engineer
For Comm. approval

Dear Mr. Williams:

Herewith I hand you original and duplicate copy of form of agreement of Southern Pacific Company covering the Oak Hill Overcrossing in Lane County.

You will note that the form has been approved by Mr. Devers and it is requested that after approval by you or Mr. Baldock, both copies be forwarded direct to Mr. Glaisyer with the request that they be sent out at once for execution by the State Highway Commission. After execution by the Commission, both copies should come back to me for further handling.

Very truly yours,

J. M. DEVERS

By J.W. DeSouza
J. W. DeSOUZA
Assistant Counsel

NOTED
W. C. WILLIAMS

JWD:ms
Enc. (2)

cc: Mr. H. B. Glaisyer

RECEIVED
JAN 11 1950
FOR FILING

20-1059

3525

File

January 10, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Item No. 42 of Oregon's program of federal-aid secondary highway projects calls for the construction of 1.26 miles of grading, draining and surfacing construction on federal-aid secondary route No. 238, between a point 6.2 miles east of Elmira and the S.P.R.R. crossing at Oak Hill, Project S-234 (5).

This project included the construction of approaches to a grade separation structure which is being constructed as a state project under legal procedures and terms differing materially from the procedures and terms applicable to federally aided grade separations. Because of this involvement, it was thought best to avoid the use of federal aid in the project and the project has been contracted as a state project (without federal aid).

Inasmuch as the project is now contracted as a state project, it seems advisable to withdraw the project from the federal aid program. Such withdrawal is hereby requested.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

SHP:md

RECEIVED
JAN - 9 1950
FOR FILING

20-1059

3255

January 6, 1950

Memorandum to the Commission

Attached for your approval is the original and duplicate copy of an agreement with the Southern Pacific Company covering the Oak Hill Overcrossing in Lane County. This matter was discussed by the Commission at its meeting on November 8 as shown on Page 16313 of the minutes. The Chief Counsel now advise that the objectionable provisions which he referred to on November 8 have now been clarified or modified so that the original objections have been removed.

The agreement has been approved by Mr. J. M. Devers, Chief Counsel and Mr. R. H. Baldock, State Highway Engineer.

Secretary

FAQ:md
Attach.

cc - Floyd Query

RECEIVED
DEC 29 1949
FOR FILING

120-1059
3255

December 28, 1949

Mr. Glenn Snook
2191 Friendly Street
Eugene, Oregon

Dear Sir:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3255 which was awarded to you on December 9, 1949 by the State Highway Commission, covering the Oak Hill Overcrossing on the Richardson-Eugene Highway in Lane County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 12/28 gl

RECEIVED
JAN 27 1950
FOR FILING

120-1059
3255

AGENDA
DEC 19 1949

December 9, 1949

Mr. Glenn Snook
2191 Friendly Street
Eugene, Oregon

Dear Mr. Snook:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for the Oak Hill Overcrossing Structure over the Southern Pacific tracks near Eugene on the Richardson-Eugene Highway in Lane County. This award was based on your low bid of $71,260.00 submitted on November 8, 1949.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - W. C. Smith
Goldie Lewis
S. M. Probert
G. S. Paxson
L. R. White, Assistant Commissioner (S.I.A.C.)

ser confirmed

SVC

...ervice desired; ...e this message will be sent as a full rate telegram			
FULL RATE TELEGRAM	☐	SERIAL	☐
DAY LETTER	☐	NIGHT LETTER	☐

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE Check the class of service desired; otherwise this message will be sent at the full rate			
FULL RATE	☐	DEFERRED	☐
CODE	☐	NIGHT LETTER	☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
December 9, 1949
4:30 p.m.

Mr. Glenn Snook
2191 Friendly Street
Eugene, Oregon

State Highway Commission awarded you today contract for Oak Hill Overcrossing Structure over the Southern Pacific tracks near Eugene on Richardson-Eugene Highway, Lane County, based on your low bid submitted on November 8, 1949. Contract forms follow shortly.

H. B. Glaisyer, Secretary
Oregon State Highway Commission

RECEIVED
DEC 7 1949
FOR FILING

COMMISSIONERS
T. H. [illegible], CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
OFFICE OF G. S. PAXSON, BRIDGE ENGINEER
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

20-1059

3255

December 5, 1949

Mr. Glenn Snock
2191 Friendly Street
Eugene, Oregon

W. C. WILLIAMS

Dear Sir:

On Novemeber 8 you submitted a proposal for the construction of the Oak Hill Overcrossing on the Southern Pacific Company tracks in Lane County. Your proposal on this project was the most favorable received at this meeting, and the Commission referred the matter of award to the State Highway Engineer with authority to award a contract when certain matters with the Southern Pacific Company were settled. We have not, as yet, reached complete agreement with the Southern Pacific Company, but anticipate doing so in the immediate future.

Under the terms of the proposal we can only hold your proposal for 30 days, subsequent to November 8, without your specific consent to further delay. If you still want the award of the contract made to you even though such award cannot be made until after the 30-day limit, please sign the endorsement on the attached copy of this letter and return to this office.

Very truly yours,

G. S. Paxson

G. S. Paxson
Bridge Engineer

GSP:gm
cc W. C. Williams ✓

I hereby give my consent to the withholding of award on the Oak Hill Overcrossing Project in Lane County for an additional 30 days and agree that, if award is made within that time, I will accept the award for the project subject to all conditions contained in the original proposal.

____
Glenn Snook

RECEIVED
DEC 5 1949
FOR FILING

File

120-057
3255

December 1, 1949

The Pacific Telephone and Telegraph Company
730 S. W. Oak Street
Portland, Oregon

Attention of Mr. R. E. Anderson
General Plant Manager

Re: R. O. 5979 CWO

Gentlemen:

Reference is made to your letter of November 23 in which you advise that you are prepared to complete the revisions of your wires and cable at the site of the Oak Hill Overcrossing of the Southern Pacific lines near Venata, at actual cost to us but not to exceed the sum of $150.

This proposal has our approval and this constitutes your authority to proceed with the work at such time as the Western Union Company have completed their pole replacements.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

OSP:gn
cc G. S. Paxson

THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY

COPY

PORTLAND, November 23, 1949

Mr. G. S. Paxson
Bridge Engineer
State Highway Department
Salem, Oregon

Dear Sir:

This letter confirms conversation between yourself and Mr. J. L. Perry of our company regarding the proposed Oakhill overcrossing of the Southern Pacific lines near Veneta, which will require rearrangements of plant by our company and the Western Union Company.

Our share of the work involves the transfer of ten wires on six poles, and the transfer of a cable on four poles. In addition, due to the added pole heights, it will be necessary to cut slack into our cable and wires.

We are prepared to complete the above mentioned rearrangements on an actual cost basis, not to exceed One Hundred Fifty Dollars ($150.00), at such time as the Western Union Company has completed the pole replacements.

If this plan meets with your approval, may we have your letter of authority to bill as mentioned above.

In reply, please refer to R.O. 5979 CWO.

Yours truly,

THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY

R. E. ANDERSON
GENERAL PLANT ENGINEER

R. E. Anderson (signed)
GENERAL PLANT ENGINEER

RAR:jt

RECEIVED
DEC 1 1949
FOR FILING

[illegible]

3255

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1201

(54)=..

SYMBOLS

- DL=Day Letter
- NL=Night Letter
- LC=Deferred Cable
- NLT=Cable Night Letter
- Ship Radiogram

STANDARD TIME at point of destination

File

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	☒	SERIAL	☐
DAY LETTER	☐	NIGHT LETTER	☐

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE

Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE	☐	DEFERRED	☐
CODE	☐	NIGHT LETTER	☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
DECEMBER 1, 1949

MR. C. P. NORTON
AREA SUPERINTENDENT
PLANT AND ENGINEERING
WESTERN UNION TELEGRAPH COMPANY
SAN FRANCISCO, CALIFORNIA

REURTEL NOVEMBER 23 BILLING FOR TELEGRAPH LINE CHANGES OAK HILL OVERCROSSING, LANE COUNTY, WILL BE IN ACCORDANCE WITH HWY CAM 299.

W. C. WILLIAMS

RECEIVED
DEC 1 1949
FOR FILING

120-057

3255

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1201

(54)=

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

SYMBOLS

DL = Day Letter
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

RA150 DH DM=SANFRANCISCO CALIF 23= 1949 NOV 23 PM 5 30

R HBALDOCK=
STATE HWY ENGR ATTN W C WILLIAMS

YR LETTER OF NOV 16 AUTHORIZING TELEG CO MAKE LINE CHANGE OAKHILL OVERCROSSING NR VENETA LANE COUNTY AT EXPENSE OF STATE. WILL BILLING BE IN ACCORDANCE WITH HWY GAM 299?=

NORTON WESTERN UNION TELG CO=

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
NOV 18 1949
FOR FILING

120-059

3255

5145 E
473 W
1350 W
1520 W

Under
Oak Hill Overcrossing

File

Cross Referenced To:
Canal
Grade Fixing
Gen

November 16, 1949

The Western Union Telegraph Company
Pacific Division
San Francisco, California

Attention of Mr. C. P. Norton, Superintendent

Gentlemen:

Reference is made to your letter of November 4 giving us an estimate of $1,186 for your cost in revising the telegraph lines at the site of the Oak Hill Overcrossing near Veneta in Lane County.

This is to advise that this estimate is satisfactory, and you are authorized to proceed with the work at your earliest convenience. We will reimburse you for your costs upon being furnished invoices, pay rolls, and other supporting data.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

GSP:gm
cc G. S. Paxson
L. R. Allen

ASSIGNMENT No. 15[illegible]

CRIPTION: C. P. Norton's letter of 11-4-49 re Oak Hill
ing of S.P. tracks near Veneta, Lane County

DATE: 11-9-49 ASSIGNED TO: P [illegible] ✓

☐ Investigation and report to this office
☐ Reply direct with copy to this office
☒ Return with drafted reply
☐ Comment or recommendation and return to this office
☐ Investigation and such action as is necessary
☐ Please prepare reply for my signature
☐ Assignment executed Date________________
☒ Will have to hold until contract is awarded.

NCN

REPORT RECEIVED: 11-17-49

REMARKS:

THE WESTERN UNION TELEGRAPH COMPANY
PACIFIC DIVISION
SAN FRANCISCO CAL.
C. P. NORTON
DIVISION PLANT SUPERINTENDENT

November 4, 1949

EASE RETURN TO
V. C. WILLIAMS
FOR FILING

JOBS - 0-3685-49 - S.P. - Veneta Overcrossing

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. W.C. Williams

Dear Sir:

We have your letter of August 30, 1949, with which you sent us a set of plans for the proposed Oakhill Overcrossing of the S.P. tracks near Veneta, in Lane County, Oregon, together with a copy of PUC Order #21816 under which the overcrossing is to be built.

On September 26, our inspector, Mr. Jordan, went over the ground with your engineer, Mr. Allen, and formulated a plan for the permanent line changes necessary to clear the proposed construction work. The proposed line work involves the construction of six poles and the transfer of our existing facilities from the old to the new poles. The 45-ft. poles adjacent to the highway will provide a vertical clearance of 21 to 22 feet over the proposed roadway.

Assuming this will be sufficient to permit the construction work to be carried out without interruptions to communication circuits, our estimate of the cost is as follows:

Labor	$ 705
Material	132
Other Disbursements	100
Social Security and Unemployment Insurance Taxes	25
Plant Supervision Costs	176
Supply Expense on Material	20
Transportation on Material	40
Gross Cost	1198
Salvage	- 12
Net Cost	$1186

The above cost estimate does not include handling the attachments owned by The Pacific Tel. & Tel. Co. These attachments consist of a crossarm and ten wires on poles MP 653+21 to 26, inclusive, and an aerial cable on poles MP 653+23 to 26, inclusive. These facilities will be handled by The Pacific Tel. & Tel. Co.

Four copies of the field sheet and the pole line diagrams showing the details of the proposed work are attached.

If the plan of work and estimated costs are satisfactory, please let us have your concurrence and billing authorization to prodeed with the work at state expense on an actual cost basis.

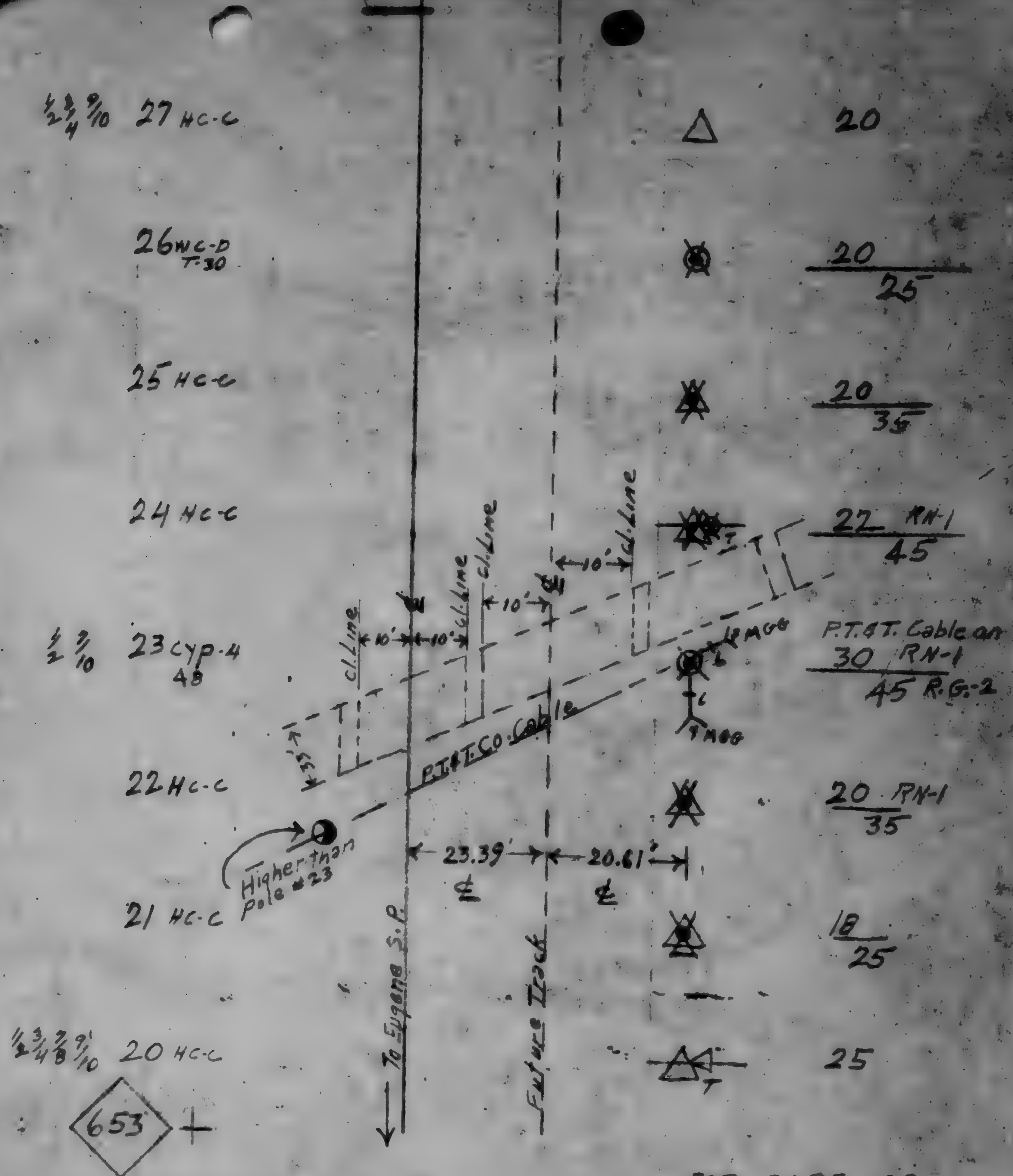
Yours very truly,

C P Norton
Area Superintendent
Plant and Engineering

JPL:SG
GWS

Att.

RECEIVED
OREGON
STATE HIGHWAY COMMISSION


1/2 3/4 9/10
27 HC-C
20
26 WC-D T-30
20
25
25 HC-C
20
35
24 HC-C
22 RN-1
45
cl. Line
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23 Cyp-4 48
P.T.&T. Cable on
30 RN-1
45 R.G.-2
33'
P.T.&T. Co. Cable
22 HC-C
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Higher than Pole #23
23.39'
20.61'
℄
℄
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18
25
To Eugene S.P.
Future Track
1/2 3/4 7/8 9/10
20 HC-C
25
T
653

JOB 3685-49

Eugene Myrtle Point Line
Route So. Pac. VS-Ore-19
5 Miles West of Eugene
Prop. Line change acct Ore. State Highway Commission prop. to Construct Oak Hill Overpass
9-26-49 H.E.J
Allen-State Engr. G.D.C.

No Temporary work Required.

Place crossarm in gain 2 from pole 21 to 26 inc.

1

BINDING SPACE

Printed in U. S. A.

FORM 3303 A

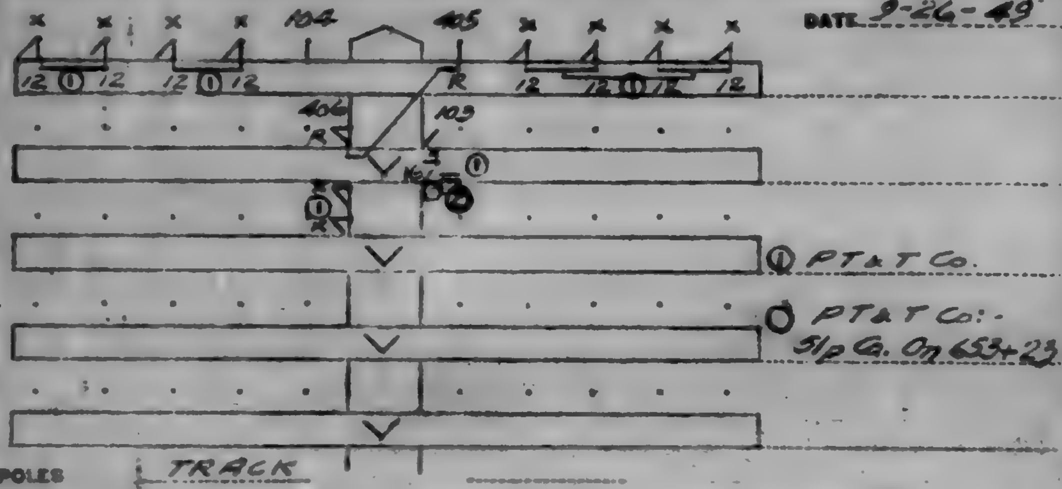
BINDING SPACE

PRESENT:-

(SPRR) S.P. ROUTE FROM 653+20 653.67 TO 653+27 653.30 NO. P.7-A

Eugene-Myrtle Point LINE 0.23 MI.

DATE 9-26-49


104
405
406
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103
12
① PT&T Co.
○ PT&T Co:-
S/p Co. On 653+23

POLES TRACK

KIND HC CLASS D AVE. LENGTH 25 NO. PER MILE 30

FORM 3303 A

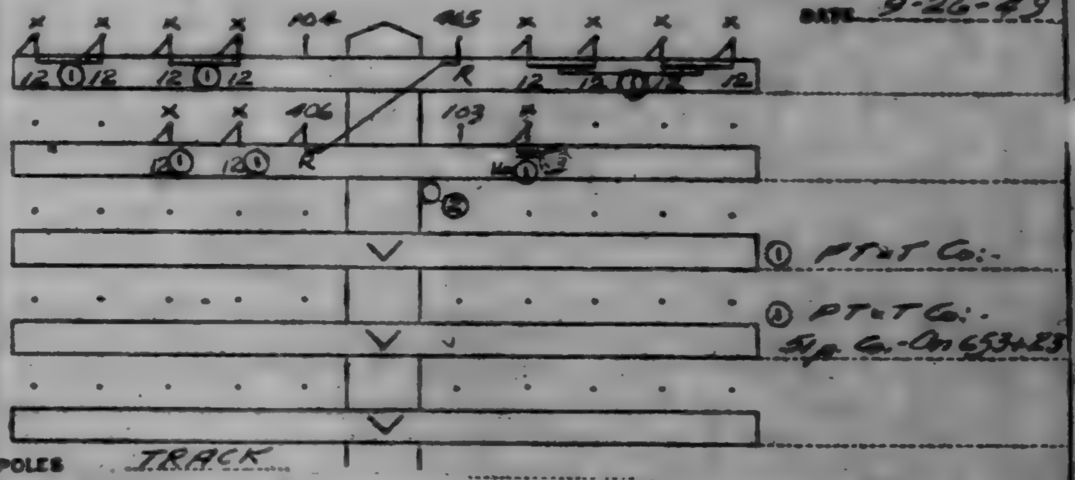
BINDING SPACE

PROPOSED:-

(SPRR) S.P. ROUTE FROM 653+20 653.67 TO 653+27 653.30 NO. P.7-A

Eugene-Myrtle Point LINE 0.23 MI.

DATE 9-26-49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① PT&T Co:-
② PT&T Co:-
S/p Co.-On 653+23

POLES TRACK

KIND WC CLASS 5 AVE. LENGTH 25 To 45 NO. PER MILE 30

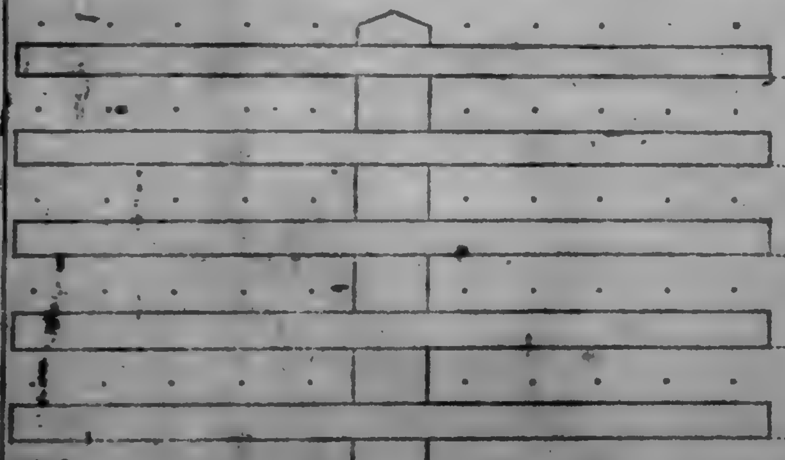
FORM 3303 A

BINDING SPACE

ROUTE FROM TO NO.

LINE MI.

DATE



POLES

KIND CLASS AVE. LENGTH NO. PER MILE

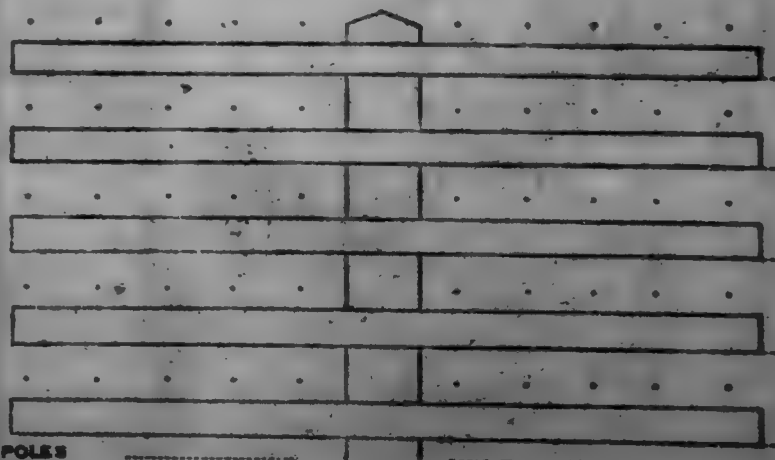
FORM 3303 A

BINDING SPACE

ROUTE FROM TO NO.

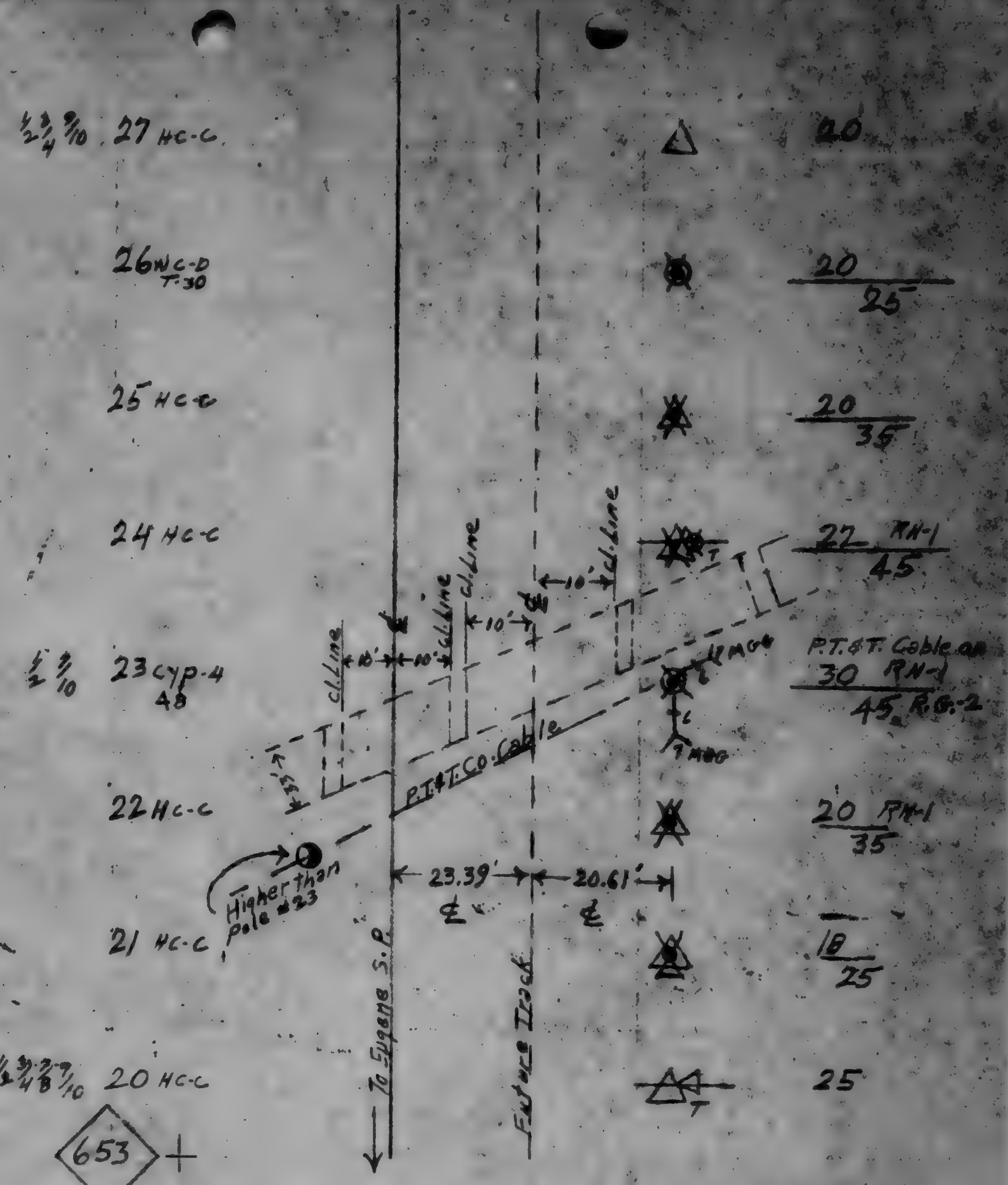
LINE MI.

DATE



POLES

KIND CLASS AVE. LENGTH NO. PER MILE



1/2 3/4 9/10
27 HC-C
20
26 WC-D T-30
20/25
25 HC-C
20/35
24 HC-C
22 RH-1/45
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T
23 Cyp-4 48
1/2 9/10
cl. Line
10'
10'
cl. Line
cl. Line
10'
P.T.&T. Cable on
30 RH-1/45 R.G.-2
1 MGC
1 MGC
P.T.&T. Co. Cable
T
22 HC-C
20 RH-1/35
Higher than pole #23
23.39'
20.61'
21 HC-C
18/25
To Eugene S.P.
Future Track
1/2 3/4 7/8 9/10
20 HC-C
25
T
653

JOB 3635-49

Eugene Myrtle Point Line
Route So. Pac. Xs-Ore-19
5 Miles West of Eugene
Prop. Line change acct Ore. State Highway Commission prop. to Construct Oak Hill Overpass
9-26-49 H.E.J
Allen-State Engr. G.D.C.

No Temporary work Required.
Place crossarm in gain 2 from pole 21 to 26 inc.

1

BINDING SPACE

Printed in U. S.

FORM 3203 A

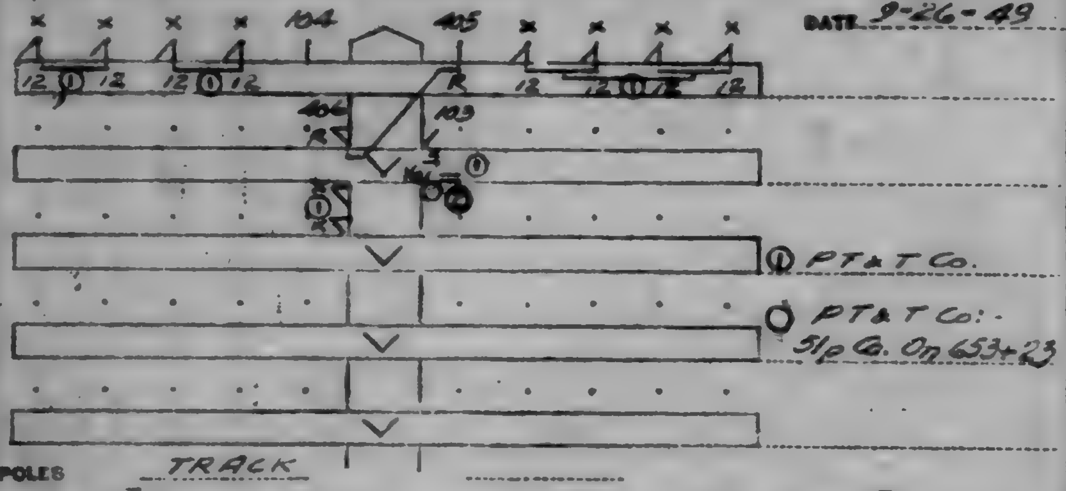
BINDING SPACE

PRESENT:.

(SPRR) S.P. ROUTE FROM 653+20 653.67 TO 653+27 653.90 NO. P.7-A

Eugene-Myrtle Point LINE 0.23 MI.

DATE 9-26-49



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103
12
①
R
① PT&T Co.
○ PT&T Co:-
5/p Co. On 653+23

POLES TRACK

KIND HC CLASS D AVE. LENGTH 25' NO. PER MILE 30

FORM 3203 A

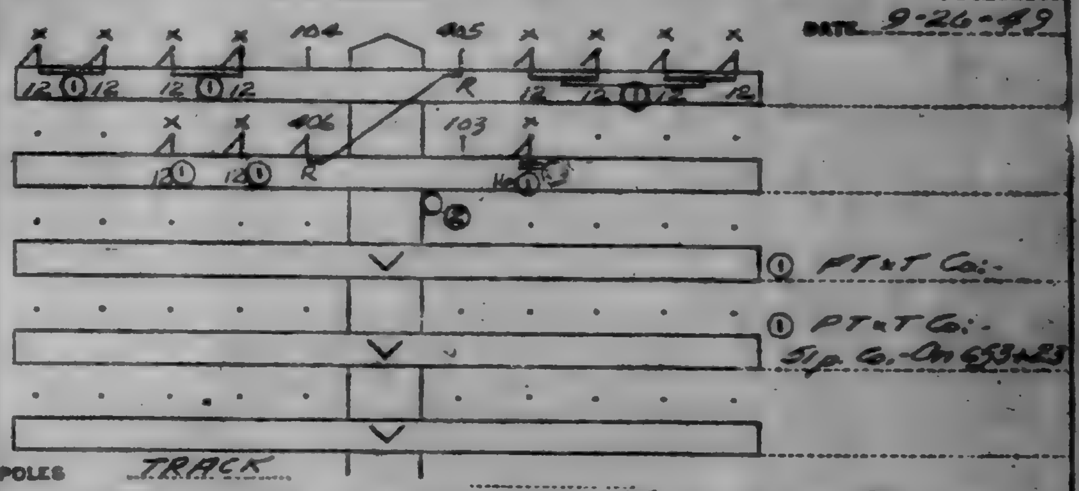
BINDING SPACE

PROPOSED:-

(SPRR) S.P. ROUTE FROM 653+20 653.67 TO 653+27 653.90 NO. P.7-A

Eugene-Myrtle Point LINE 0.23 MI.

DATE 9-26-49



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5/p. Co.-On 653+23

POLES TRACK

KIND WC CLASS 5 AVE. LENGTH 25 To 45 NO. PER MILE 30.

FORM 3203 A

BINDING SPACE

ROUTE FROM TO NO.

LINE MI.

DATE

POLES

KIND CLASS AVE. LENGTH NO. PER MILE

FORM 3203 A

BINDING SPACE

ROUTE FROM TO NO.

LINE MI.

DATE

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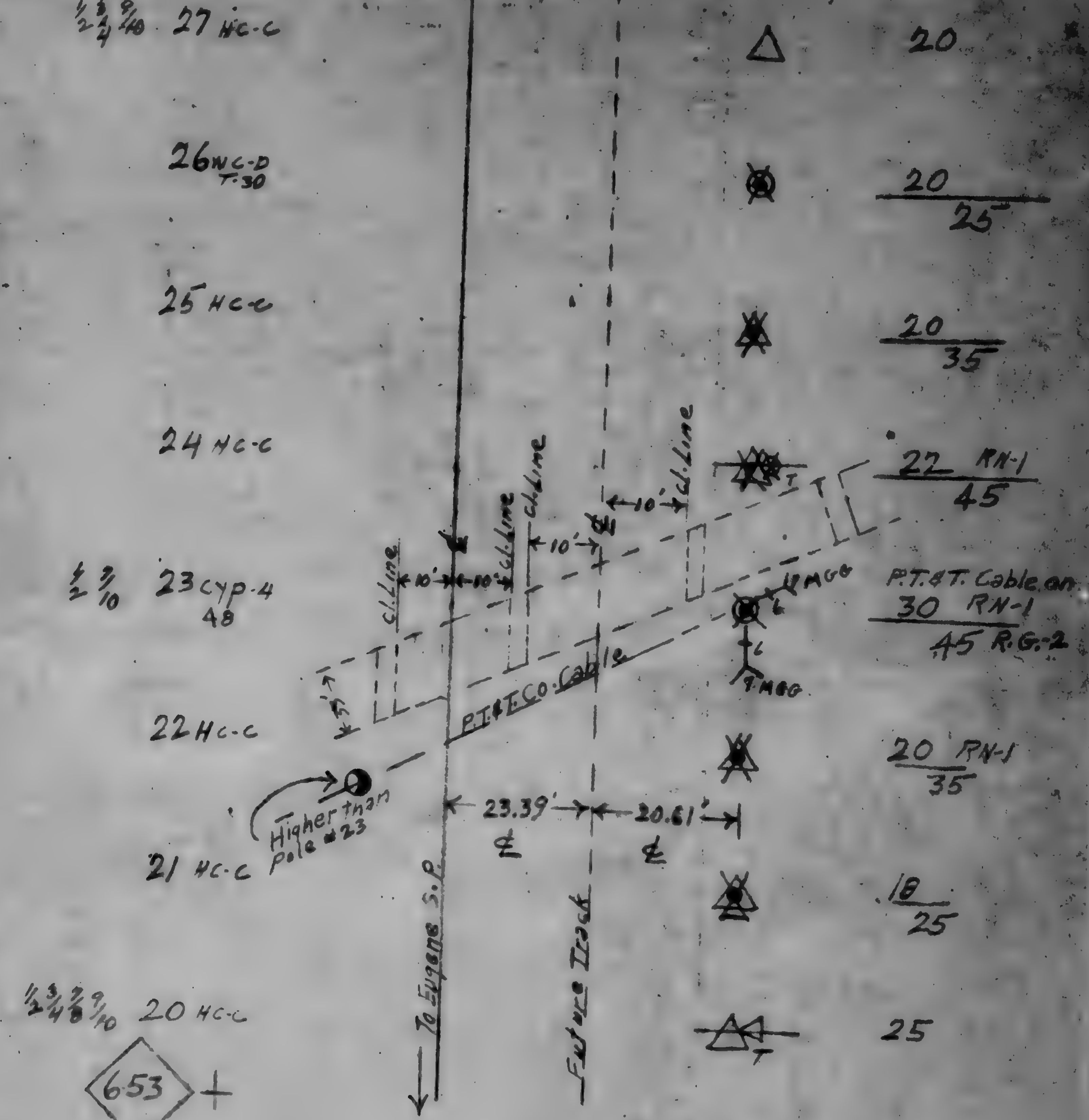
KIND CLASS AVE. LENGTH NO. PER MILE



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25 HC-C
24 HC-C
½ 9/10 23 CYP-4 48
22 HC-C
21 HC-C
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To Eugene S.P.
Future Track
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JOB 3685-49

Eugene Myrtle Point Line
Route So. Pac. XS-Ore-19
5 Miles West of Eugene
Prop. Line change acct Ore. State Highway Commission prop. to Construct Oak Hill Overpass
9-26-49 H.E.J.
Allen-State Engr. G.D.C.

No Temporary work Required.

Place crossarm in gain 2 from pole 21 to 26 inc.

1

Printed in U. S. A.

BINDING SPACE

BINDING SPACE

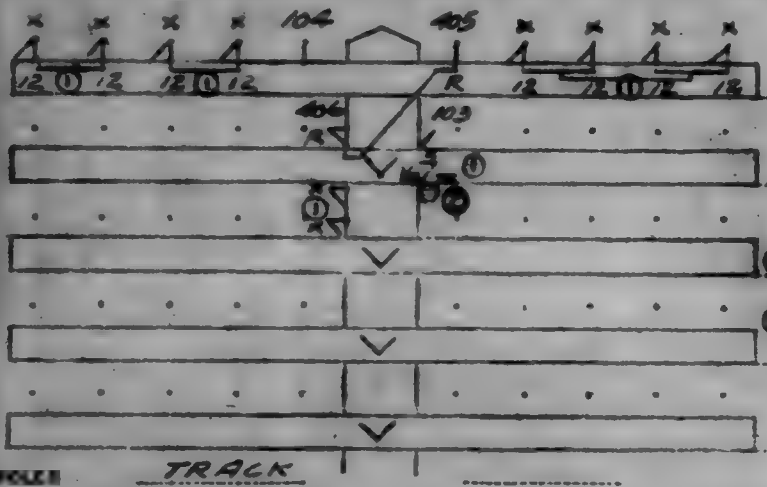
FORM 3203 A

PRESENT:.

(SPRR) S.P. ROUTE FROM 653+20 653.67 TO 653+27 653.90 NO. P7-A

Eugene-Myrtle Point LINE 0.23 MI.

DATE 9-26-49



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5/p G. On 653+23

POLES TRACK

KIND HC CLASS D AVE. LENGTH 25 NO. PER MILE 30

BINDING SPACE

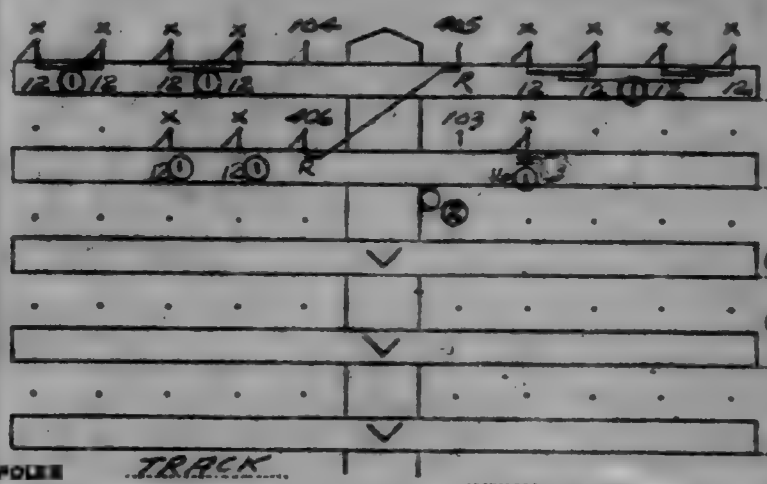
FORM 3203 A

PROPOSED:-

(SPRR) S.P. ROUTE FROM 653+20 653.67 TO 653+27 653.90 NO. P7-A

Eugene-Myrtle Point LINE 0.23 MI.

DATE 9-26-49



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① PT&T Co:-
5/p G.-On 653+23

POLES TRACK

KIND W.C. CLASS 5 AVE. LENGTH 25 To 45 NO. PER MILE 30

BINDING SPACE

FORM 3203 A

ROUTE FROM TO NO.

LINE MI.

DATE

POLES

KIND CLASS AVE. LENGTH NO. PER MILE

BINDING SPACE

FORM 3203 A

ROUTE FROM TO NO.

LINE MI.

DATE

POLES

KIND CLASS AVE. LENGTH NO. PER MILE

RECEIVED
OCT 27 1949
FOR FILING

FORM 2-90 2M 1-49 28023

[illegible] Filed
Under
Oak Hill Overcrossing

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 26, 1949

SUBJECT: L 1262

Cross Referenced To:
Const.
grade Xing
Gen.

NOTED
W. C. WILLIAMS

473W
5143B
W
13.5

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

Dear Sir:

I have examined the form of contract submitted by the Southern Pacific Company for use in connection with the construction of the proposed overpass in Lane County, and I must report that I am unable to approve the contract in its present form or recommend that it be executed by the Highway Commission.

It seems to me that the Southern Pacific Company is getting more unreasonable all the time in matters of grade separations. In this agreement, along with other things which I think are burdensome and unreasonable, it is provided that the railroad may furnish at the expense of the State and on a force account basis "such representatives, engineer-inspectors, watchmen or flagmen as it may deem necessary to safeguard property and the movement of engines, trains and cars". The words "such representatives" would permit the railroad company to employ anybody it wanted to, such as locomotive engineers, brakemen, and conductors. While at the Texas meeting I met Mr. Paul of the railroad company and complained about the language in the Myrtle Point agreement, wherein they asked the State to pay for engineers, superintendents, conductors and the like, and his explanation was that the union requires the railroad to put that provision in its agreements. If such language is incorporated on demand of the unions, then I think we should have some written statement from the company that no such employes will be imposed on the State.

I think, too, that the language of the contract and the practice of the company tend to build up unnecessary expense. My information is that the railroad involved in this particular project carries only a few trains a day. In my opinion no watchman or flagman will be necessary until the portion of the structure which spans the rails is under way. As I have said, I can't recommend the execution of the contract proposed, and I suggest that this subject be brought to the attention of the Commission at its next meeting.

In connection with this, the railroad has submitted a form of easement, which I have approved and have sent to Mr. Chandler to be signed, and I expect to be able to send it to Mr. Reynolds to be signed so that I can get it back to the office this week. I shall then send it to the railroad company without Mr. Banfield's signature because he is out of the State.

NOTED
W. W. STIFFLER

Mr. W. C. Williams
October 26, 1949
Page 2

If the railroad company will execute an easement and return to us an executed copy, then I shall recommend that we go ahead with the crossing without signing this other agreement and that we do so on the strength of the order made by the Commissioner of Public Utilities. Such action may result in litigation instituted by the railroad company, but I shall welcome such litigation for I have for many years been anxious to know whether or not the Public Utilities Commissioner's order is sufficient or whether in addition to that we must conform to a lot of rules and regulations, unreasonable as they may be, imposed by the company.

Yours very truly,

J M Devers

J. M. DEVERS

JMD:AWP

RECEIVED
OCT 4 1949
FOR FILING

COMMISSION
T. H. BANFIELD, CHAIRMAN
PORTLAND

BEN. R. CHANDLER, MEMBER
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
CHIEF COUNSEL

H. B. GLAISYER
SECRETARY

[illegible]

[illegible]

September 30, 1949

NOTED
W. C. WILLIAMS

Mr. Frank McCulloch, Attorney
Southern Pacific Company
702 Pacific Building
Portland, Oregon

Re: File L-1262-A

Dear Mr. McCulloch:

Reference is made to the matter of agreement on the Oak Hill overcrossing project in Lane County.

As I recall the discussion regarding this matter with yourself and Mr. Paul while we were at the Eugene hearing, it was stated that the agreement was being redrafted and would be forwarded in the reasonably near future.

At the last meeting of the Highway Commission, the Commission was rather critical regarding the fact that several projects on the Commission's First Three Year Post War Program, of which this is one, have not been placed under contract and issued definite instructions that these projects be placed under way without further delay.

I am advised that under the instructions of the Commission, it is proposed to call for bids for the construction of this project at the next meeting, which is scheduled to be held on November 7 and 8, and it is very urgently requested that the matter of the drafting and execution of the agreement be expedited as much as possible. Your cooperation in this regard will be very sincerely appreciated.

Very truly yours,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Counsel

JWD:ms

cc: Mr. W. C. Williams ✓
Mr. G. S. Paxson

RECEIVED
AUG 31 1949
FOR FILING

120-0553
1255

1850

[illegible] Under
Oak Hill Overcrossing

August 30, 1949

Cross Referenced To:
Const
grade xings
gen

The Western Union Telegraph Company
Pacific Division
San Francisco 8, California

Attention of Mr. C. P. Merton

Gentlemen:

Under separate cover I am sending you a set of our plans for the Oak Hill overcrossing of the Southern Pacific tracks near Veneta in Lane County, as requested in your letter of August 18.

This is not a federal aid project, but is being built with State funds in accordance with Public Utilities Commissioner Order No. 21816, dated March 14, 1949, a copy of which is attached.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

Attached

GSP:gm
cc G. S. Paxson

ASSIGNMENT No. 1350

CRIPTION: Letter regarding easement for highway overpass effecting pole lines and wire changes. Dated 8/18/49

DATE: August 24, 1949 ASSIGNED TO: G. S. Paxson

☐ Investigation and report to this office
☐ Reply direct with copy to this office
☒ Return with drafted reply
☐ Comment or recommendation and return to this office
☐ Investigation and such action as is necessary
☐ Please prepare reply for my signature
☐ Assignment executed Date________________

☐ ________________________________

REPORT RECEIVED: 8-30-49 me

REMARKS:

THE WESTERN UNION TELEGRAPH COMPANY
PACIFIC DIVISION
SAN FRANCISCO 8, CAL.

C. P. NORTON
DIVISION PLANT SUPERINTENDENT

August 18, 1949

POLE LINES AND WIRES CHANGES -
Southern Pacific Co., Veneta, Ore.

Oregon State Highway Commission
Salem, Oregon

Attention: Mr.R.H.Baldoch

Dear Sir:

We have been informed by the Southern Pacific Company of an easement which it proposes to grant for a highway overpass on its Coos Bay branch in the vicinity of M.P.63.8. This construction will involve our pole line carrying 14 wires and a lead covered paper insulated aerial cable.

If your plans have developed to the point that it will be possible for us to plan either temporary or permanent changes to clear the construction please send us one complete set of prints. We should also like to be informed whether or not this is a Federal aid project.

Yours very truly,

C.P. Norton
Area Superintendent, P. & E.

L JPL:mek
GWS

RECEIVED
AUG 2
STATE HIGHWAY COMMISSION

Out Fil
P.O.C. Order 21816
March 14 1949

RECEIVED
APR 6 1949
FOR FILING
FORM E-20 15M 12-48 27999

120-059

3255

Cross Referenced To:
Const
Grade Xings
Gen

Oak Hill Overcrossing

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 31, 1949

SUBJECT: Oak Hill Overcrossing

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Sir:

I have read over rather carefully the Public Utilities Commissioner's order covering the Oak Hill Overcrossing in Lane County. On page 4 of this order, in the fourth full paragraph on that page, he sets up the basis upon which he allocates benefits and costs to the railroad and to the State. He finds a total yearly benefit to the railroad company of $186. This apparently is based entirely upon their estimate of the cost of maintaining the grade crossing. He takes no account whatever of any responsibility which the railroad has in the safeguarding of either rail or highway traffic.

It seems to me that railroad companies, having the privilege of eminent domain whereby they force their facilities across established routes of traffic, have a responsibility for the safety of traffic using those routes, and I believe that the responsibility of the railroads is at least equal to the responsibility that the State, counties, or other public agencies have. I do not believe that it is good policy to allow an allocation of cost on this basis to become a precedent to be applied to other projects. I do not know what we can do about the matter in the present case, but I simply want to call it to your attention.

Very truly yours,

G S Paxson

G. S. Paxson
Bridge Engineer

GSP:gm

RECEIVED
FOR FILING
FORM E-30 15M 10-46 26687
120-1059
3255

Cross Referenced To:
Const
Grade Xing
General

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 17, 1949

SUBJECT:

Relative
Indexed
~~Alphabetically~~
Oak Hill Overcrossing

To: Mr. R. H. Baldock
State Highway Engineer

OFFICE

Dear Mr. Baldock:

Herewith I hand you a copy of a P.U.C. order No. 21816, dated March 14, 1949, P. U. C. File F-1984, which relates to the crossing of the Coos Bay Branch of the Southern Pacific Company on the Eugene-Swisshome Secondary Highway in Section 31, Township 17 South, Range 4 West, W. M., in Lane County.

This covers what we have commonly known as the Oak Hill Overcrossing.

Very truly yours,

J. M. DEVERS

By J.W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:MA

cc - Mr. W. C. Williams
Mr. H. G. Smith
Mr. G. S. Paxson
Mr. K. D. Lytle

P.U.C. OREGON ORDER NO. 21816

BEFORE THE PUBLIC UTILITIES COMMISSIONER OF OREGON

In the matter of the application of the State of Oregon, by and through its State Highway Commission, for authority to cross over the tracks and right of way of the Coos Bay Branch of Southern Pacific Company on the Eugene-Swisshome Secondary Highway No. 220 in the Northwest Quarter (NW$\frac{1}{4}$) of Section 31, Township 17 South, Range 4 West, W.M., in Lane County, Oregon.	)	F-1984

HISTORY OF PROCEEDINGS

The Public Utilities Commissioner, on April 14, 1941, received the petition of Oregon State Highway Commission requesting authority to cross over the tracks and right of way of the Coos Bay Branch of Southern Pacific Company on the Eugene-Swisshome Secondary Highway No. 220, in the Northwest Quarter (Corrected from Northeast Quarter) of Section 31, Township 17 South, Range 4 West, Willamette Meridian, in Lane County, Oregon.

Pursuant to statutory notice to all parties concerned, the matter came on for hearing on Friday, June 20, 1941, in the Lane County Court House, Eugene, Oregon, at which time testimony of all parties in interest was received and duly recorded.

At that time it was estimated there would be an average of 500 vehicles per day using the overcrossing, and that when Route "F" was constructed in its entirety, an estimated average of 750 vehicles per day was expected. Also, that the vehicular traffic might be increased providing that the construction of a cantonment near the crossing were completed, and that the overcrossing structure should be able to carry around 5,000 vehicles per day.

No evidence was submitted by the Highway Commission at the June 20, 1941 hearing with reference to the closing of grade crossings No. CO-653.5 and No. CO-655.0. The State Highway Commission alleged that, if Southern Pacific Company and Lane County should consider the closing of said grade crossings necessary and desirable in the public interest, they would interpose no objections thereto. Objections to the closing of the crossings were entered by Lane County, through its witnesses Mr. P. M. Morse, Mr. Fred Smigley and County Commissioner W. J. Holland.

After careful review of the record and investigation in the field on several occasions, P.U.C. Oregon Order No. 9360 was issued on July 21, 1941, authorizing the construction of the overhead crossing structure over the tracks and right of way of Southern Pacific Company, and the closing of Crossings No. CO-653.5 and No. CO-655.0 upon the completion of the overhead structure and its opening to vehicular movements. The order recites in part:

"IT IS FURTHER ORDERED that the structure shall be constructed by the State of Oregon from Federal grade crossing elimination funds, and that Southern Pacific Company shall be reimbursed for all necessary and proper expenditures in connection with said project allowed by and not prohibited by General Administrative Memorandum No. 39 and General Administrative Memorandum No. 100, issued by the Public Roads Administration, and amendments and supplements thereto."

Order No. 9360 further required:

"IT IS FURTHER ORDERED that, upon completion of the structure, Oregon State Highway Commission shall maintain the overcrossing structure, including the piers, abutments, deck and roadway surface, and that Southern Pacific Company shall maintain its roadbed, ballast, tracks, and other railroad facilities and appurtenances beneath the structure."

On February 19, 1947, approximately six years after the issuance of the order, Oregon State Highway Commission filed its Motion to Reopen Order No. 9360, praying for a supplemental order on the application of the petitioner:

"allocating the expense of the said crossing and maintenance thereof between the State and Southern Pacific Company in such proportions as the Public Utilities Commissioner may deem just and proper in the circumstances."

The Answer of Southern Pacific Company to the Motion to Reopen Order was received on May 24, 1947, which states, in part:

"WHEREFORE, SOUTHERN PACIFIC COMPANY, prays that the Commissioner deny permission to re-open said order for any purposes; and

"Alternatively prays that if said order be re-opened, it be re-opened for the additional purpose of ascertaining and determining whether or not the public interest requires that the said highway be constructed across the tracks of Southern Pacific Company above grade, and that after hearing an order be entered denying permission to cross said track above grade; and

"Alternatively prays that an order be entered to the effect that it is neither just nor reasonable for Southern Pacific Company to pay any of the expense of such crossing or the maintenance thereof."

Pursuant to statutory notice, the matter came on for hearing on Wednesday, August 13, 1947, at 10:00 A.M., in the Office of the Commissioner, Salem, Oregon, before Eugene E. Laird, Attorney, sitting as Examiner for the Commissioner. The hearing recessed at 5:10 P.M., and was resumed on Thursday, August 14, 1947, at 10:20 A.M.

The following appearances are of record:

J. W. DeSouza, Attorney, Salem, Oregon
G. W. Neuner, Attorney, Salem, Oregon
In behalf of Oregon State Highway Commission

Frank C. McColloch, Attorney, Portland, Oregon
In behalf of Southern Pacific Company

Whereupon evidence was introduced, the hearing concluded, and the matter submitted for determination. After due consideration of the record, evidence, and the law in the matter, and investigation in the field by the Commissioner's Engineering Department, the following findings, conclusions, and order are hereby made and entered, to-wit:

FINDINGS

That the delay in the issuance of the order of the record established August 13 and 14, 1947, was at the request of the Oregon State Highway Commission and agreed to by the Southern Pacific Company.

That the construction of the project authorized under Order No. 9360 could not be undertaken because of the engagement of the United States in World War II.

That in 1941 no allegations were made by the Highway Commission with reference to closing Crossings No. CO-655.0 and CO-653.5.

That at the hearing before the Commissioner on August 13 and 14, 1947, there was reference to the application by the Oregon State Highway Commission for a reallocation of funds in the construction of a grade separation structure in view of the withdrawal of Federal aid money under the provisions of General Administrative Memorandum No. 39 and General Administrative Memorandum No. 100 issued by the Public Roads Administration, and amendments and supplements thereto.

That the opinion of Mr. R. H. Baldock of the Highway Commission that the railroad company should pay 25% of the costs is without foundation, and is not supported by corroborative evidence.

That there is generally a benefit to a railroad company in the elimination of a grade crossing, but that the degree of benefit as expressed in percentage as it applies to a grade separation structure can only be determined after careful consideration of the record of the grade crossing to be eliminated, speed of both vehicular and train movements, the type of crossing, and view conditions of the crossing.

That the crossings to be eliminated by the construction of the overpass have a small accident record, the speed of the trains is not excessive, and the view conditions are excellent.

That the vehicular movements across the Fisher Road crossing, known as No. CO-655.0, were 1,995 vehicles as determined by actual count taken on April 1, 1947, while in 1941 it was estimated that the traffic across this crossing would not exceed 500 vehicles per day. That there is a very small number of vehicular movements across grade crossing CO-653.5.

That, as in 1941, train movements across the crossings were estimated to be approximately 7.4 per day.

That the benefits to the railroad company by the elimination of the grade crossings as outlined in Exhibit 20 total $186.00; that the benefit to the travelling public, by reason of elimination of delays caused by train movements over the crossings, as outlined in Exhibit 19, total $3,992.00, making a total benefit to the travelling public and railroad of $4,178.00, or 4.5% accruing to the railroad.

That the interests of the community could best be served by the construction of a grade separation structure, and there is no reason to give consideration in this proceedings to other than the allocation of costs of building the overpass.

That the estimated cost of the structure itself is $92,660.00, without grading or surfacing; the cost of grading for the overcrossing is estimated to be $20,200.00, or a total of $112,860.00 for the project. That the cost of the grade crossing is estimated to be $6,600.00, the difference in cost between the overcrossing project and the grade crossing project being estimated at $106,260.00, based on construction costs as of 1947.

CONCLUSIONS

1. That the provisions of Order No. 9360, issued in 1941, gave consideration to all of the facts in evidence, and the findings of the Department were that there was a need for a grade crossing elimination structure as proposed by the Oregon State Highway Commission, which is a part of the general improvement of the road conditions in the Veneta District.

2. That the stand taken as outlined in Order No. 9360 was borne out by the tremendous increase in vehicular movements between 1941 and 1947, and the withdrawal of federal funds on a 100% basis for the construction of the grade separation makes it necessary to reconsider an allocation of costs in the building of the structure.

3. That in view of the elimination of crossings No. CO-653.5 and No. CO-655.0 by the construction of the grade separation structure, and the elimination of the hazards inherent at the two crossings and the benefits accruing to the railroad company by the crossing elimination, Southern Pacific Company should participate in the cost of the construction of the overpass to the extent of 4.5% of the estimated total cost of $112,860.00.

ORDER

IT IS THEREFORE ORDERED that the application of Oregon State Highway Commission requesting an allocation of costs against the Southern Pacific Company for the construction of an overcrossing over and across the tracks and right of way of the Coos Bay Branch of Southern Pacific Company on the Eugene-Swisshome Secondary Highway No. 220, in the Northwest Quarter of Section 31, Township 17 South, Range 4 West, Willamette Meridian, in Lane County, Oregon, be and the same is hereby granted under the following conditions:

1. That Southern Pacific Company shall participate in the construction costs of the overcrossing, including costs of approaches and grading within their right of way, for the total of 4.5% of the actual cost of the construction of the project, but in no event shall such participation exceed a total of $5,000.00;
2. That included in the $5,000.00 limitation item shall be costs placed on the Southern Pacific Company for all necessary and proper work and expenditures made necessary as the result of the construction of such overcrossing;
3. That the $5,000.00 limitation item shall also include the estimated cost of any real estate of the Southern Pacific Company necessarily to be used in the construction of the overcrossing.

IT IS FURTHER ORDERED that the authority granted Oregon State Highway Commission to construct the overcrossing structure under Order No. 9360 be and the same is hereby affirmed, with the exceptions as noted above, and that all other provisions of Order No. 9360 shall remain in full force and effect.

Dated at Salem, Oregon, this 14th day of March, 1949.

GEO. H. FLAGG

Public Utilities Commissioner

ATTEST:

MARJORIE K. SHAFFER

Secretary

(OFFICIAL SEAL)

Relative Indexed
Under
Oak Hill Overcrossing

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 6, 1949

Cross Referenced To:
Court
Grade Xing
General

SUBJECT:

4730
5143
815

To: Mr. W. C. Williams
OFFICE

NOTED
W. C. WILLIAMS

In accordance with your instructions, I accompanied Mr. Enfield to Eugene where an inspection was made of the proposed Oak Hill grade separation. We were accompanied by Mr. E. E. Umphlett, Resident Engineer, State Highway Department, the County Court of Lane County, the County Engineer, Mr. P. M. Morse, and the County Road Master.

The following points were discussed with the results noted below:

1. It was agreed that the existing railroad crossing at the point marked "A" on the accompanying map is to be abandoned and closed.

2. The existing county road indicated by "B-C" on the attached map is to be abandoned.

3. The railroad crossing at the point marked "D" on the accompanying map is to be abandoned and closed. In connection with this closure, the County Court has signed and turned over to our Legal Department the necessary documents approving this closure.

The County Court's objection to closing the Fisher Road crossing at Station 339+00 was based primarily on an objection raised by one of the commissioners to the proposed connection of the county road at Station 270+75. Part of their objection was overcome when we were able to point out to them that a connection at this point would provide adequate sight distance in both directions to assure a safe entrance to the highway for traffic from the county road.

An objection was also raised as to the angle of approach of the proposed connection and, to overcome this objection, it was agreed that the approach should be constructed approximately at right angles to the new highway center line and that ample level area be provided at the connection to enable traffic, particularly heavy trucks, to stop and start on a flat grade. This request seemed entirely reasonable and it appears feasible to construct such an approach. The Court's approach to this problem was entirely reasonable and they evidenced a desire to go along with the State to the end that a safe and usable system of roads be provided. The Court was also desirous of having this job constructed at the earliest possible moment.

I believe that we may consider the matter closed as far as the engineering features are concerned if the points outlined in this letter are acceptable, and I recommend approval.

Forrest Cooper

Forrest Cooper
Engineer, County and City Relations

FC:MM
Encl.
C.C: Mr. Enfield

1949
FILING

P

Salem, Oregon
January 3, 1949

473W

5143
5157

Mr. J. M. Devers
Chief Counsel
Office

Court
Grade Crossings
Gen

With reference to the possibility of closing two Lane County roads in the vicinity of the proposed Oak Hill Grade Separation, we will be pleased to have engineers from this Department meet with your Mr. Enfield and confer with the Lane County Commissioners and Roadmaster at an early date.

I shall request Mr. Forrest Cooper, City and County Relations Engineer, to be present at the meeting, and very probably Mr. H. G. Smith or one of his Locating Engineers will also be present.

I would suggest that Mr. Enfield advise me tentatively what date he would like to meet the County Commissioners, and we can then complete our arrangements.

W. C. Williams
Assistant State Highway Engineer

WCW:me

cc Mr. H. G. Smith
Mr. Forrest Cooper
Mr. C. W. Enfield

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

Dec. 31, 1948

IN REPLY PLEASE REFER TO FILE

Mr. W. C. Williams
Assistant State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Mr. Williams:

You will recall that there is pending before the Commissioner of Public Utilities, our petition asking for a modification of the Commissioner's order relative to the Oak Hill Grade Separation.

The files show that when the matter was originally before the Commissioner, Lane County objected to closing two crossings which served county roads. The order, however, provided for closing the two grade crossings.

That order was made at a time when the Government furnished all of the money for grade separations, and we now have a petition before the Commissioner asking that a part of the cost be imposed on the Southern Pacific. The Commissioner asked me to see if I could not get the County to agree to have those two crossings closed. I conferred with the County Judge, and he was favorable, so I prepared a form of answer or appearance for the County Court to sign and file with the Commissioner, but I learned a few days ago that one Commissioner is unwilling to have the crossings closed because of inconvenience which he says will result and because of a hazard which he says will be created by reason of the manner in which we proposed to connect one of the county roads with the highway where the grade separation is to take place.

Yesterday, Mr. Enfield and I conferred with the members of the Lane County Court, and at the meeting, Mr. Holland, who is offering the objection, agreed readily to closing one crossing but not to the closing of the other. I suggested to him that if his main reason was the hazard which he thinks will exist, that probably that could be clarified by a conference on the ground, and he was of the opinion that that might be the result. So, I told him I would ask you to assign someone from the Salem office, or some engineer from the Eugene branch, to meet with the Commissioner and the County's Roadmaster on the ground and go over the situation and see what can be worked out, and that was the arrangement by which our conference broke up.

If you will let me know who you will assign from this office, or from the Eugene office, then I will make arrangements with our man Enfield to meet with the County Commissioner and the County's Roadmaster on a date which they can agree upon, and see if we can get together.

Yours very truly,

J M Devers

J. M. DEVERS

JMD:FRC

IVED
C 23 1948
OR FILING
FORM E-30 10M 6-48 23430

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 27, 1948

?
9-2-4

SUBJECT:

NOTED
W. C. WILLIAMS

To:

Mr. W. C. Williams
Assistant State Highway Engineer
Office

Dear Sir:

Based on the quantities for the Oak Hill Overcrossing as given in Mr. Paxson's letter of May 21, 1946, we have revised the estimate as follows:

Shoring and Cribbing				$ 7,000.00
Structural Excavation	700	Cu.Yds.	at $10.00	7,000.00
Structural Excavation Below Elevations Shown	40	Cu.Yds.	at $10.00	400.00
Class "A" Concrete	860	Cu.Yds.	at $65.00	55,900.00
Metal Reinforcement	210,000	Lbs.	at $ 0.105	22,050.00
Metal Rail	820	Lin.Ft.	at $11.00	9,020.00
				$101,370.00

Structure........................	$101,370.00
Railroad Costs..................	5,000.00
Subtotal	$106,370.00
10% Engineering and Contingencies	10,637.00
TOTAL COST	$117,007.00

Very truly yours,

O. A. Chase

O. A. Chase
Bridge Designing Engineer

OAC/ds

OAK HILL OVERCROSSING - GRADING

Sta. 268+70 - Sta. 288+80

October 27, 1948

Item	Unit	Quantity	Unit Price	Cost
General Excavation	Cu. Yds.	2,788	$ 0.75	$ 2,091
Borrow Excavation w/haul	Cu. Yds.	24,995	0.75	18,746
Short Overhaul	Yd. Sta.	13,254	0.02	265
Long Overhaul	C. Yd. Sta.	392	0.50	196
Finish Roadbed & Slopes	Mile	0.40	600.00	240
3" - 0" Rock in Base	Cu. Yds.	2,250	2.50	5,625
3/4" - 0" Rock in Base	Cu. Yds.	325	2.75	894
Sprinkling	M-Gals.	25	2.50	63
Preparation of Base	Mile	0.315	300.00	95
Furnish and Place Aggregate	Cu. Yds.	242	4.00	968
Furnish and Place RC-3	Tons	8	42.50	340
Furnish and Place 151-200 Asphalt	Tons	21	45.00	945
				$30,468
		Engineering and Contingencies		3,047
				$33,515

str

5.

116,510

OAK HILL OVERCROSSING SECTION

Sta. 268+70 - Sta. 399+00

October 27, 1948

Item	Unit	Quantity	Unit Price	Cost
Clearing and Grubbing	All			$ 1,000
Structural Excavation	Cu. Yds.	100	$ 3.00	300
Trench Excavation	Cu. Yds.	34	3.00	102
Borrow Excavation w/haul	Cu. Yds.	27,500	0.75	20,625
General Excavation	Cu. Yds.	12,000	0.75	9,000
Short Overhaul	Yd. Sta.	43,000	0.02	860
Long Overhaul	C. Yd. Sta.	700	0.50	350
Round Cutbanks	Lin. Ft.	6,000	0.15	900
Finish Roadbed and Slopes	Mile	1.26	600.00	756
12-inch Concrete Pipe	Lin. Ft.	200	2.00	400
18-inch Concrete Pipe	Lin. Ft.	180	3.25	585
30-inch Concrete Pipe	Lin. Ft.	50	5.50	275
Wood Sight Posts	Each	20	6.00	120
3" - 0" Rock in Base	Cu. Yds.	9,000	2.50	22,500
3/4" - 0" Rock in Base	Cu. Yds.	1,300	2.75	3,575
Sprinkling	M-Gals.	100	2.50	250
Preparation of Base	Mile	1.26	300.00	378
Furnish and Place Aggregate	Cu. Yds.	970	4.00	3,880
Furnish and Place RC-3	Tons	32	42.50	1,360
Furnish and Place 151-200 Asphalt	Tons	84	45.00	3,780
				$70,996
		Engineering and Contingencies		7,100
				$78,096

VED

OR FILING

5143

September 2, 1948

Cross Referenced To:
Const
grade Crossings
General

Mr. George H. Flagg
Public Utilities Commissioner of Oregon
Salem, Oregon

Dear Sir:

A hearing was held before your Examiner, Mr. Eugene E. Laird, on August 13 and 14, 1947, on the separation of highway and railway traffic at the intersection of the Richardson-Eugene Secondary Highway No. 220 and the Southern Pacific Company's Coos Bay Branch in Lane County. This project is known as the Oak Hill Overcrossing.

The issuance of an order in this matter has been delayed pending receipt of a clarification of the U. S. Public Roads Administration's policy in parallel cases which have been or will be financed by federal funds. We are now in receipt of General Administrative Memorandum No. 325 issued by Thomas H. MacDonald, Commissioner of Public Roads. Copies of this memorandum are attached.

The Oak Hill Overcrossing project clearly comes under the first classification of "Grade Crossing Eliminations" given on page 2 of the memorandum. This project will completely eliminate the principal crossing which has your designation CO-655.0 and thus under federal rules would be deemed to be of benefit to the railroad and would require a contribution of ten per cent of the total cost of the project, structure plus approaches. In addition to the elimination of the principal crossing, this project will also eliminate a secondary crossing bearing your designation CO-653.5. While this secondary crossing elimination would not in itself qualify the project for railroad participation, it does to a considerable degree add to the railroad benefit. The general layout of the project and the location of the crossings referred to are shown on Exhibit No. 9 in your files on the project.

The application for a hearing on this project was made under provisions of the state law, and it is proposed to finance the State's share of the cost from state funds. This procedure was adopted because of the lack of agreement between the State and the railroad as to the amount of railroad participation. We believe, however, that these federal rules are very favorable to the railroads and represent the minimum justifiable allocation of costs to the railroads and that they should be given great weight in a decision on this particular project.

A definite hazard exists at the present grade crossing which warrants immediate construction of the project, and we would appreciate your early consideration of the matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

FORM E-30 25M 12-47

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 2, 1948

SUBJECT:

To:

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Mr. Baldock:

Both Mr. Neuner and I have read the proposed form of letter which you prepared to be sent to George H. Flagg, Public Utilities Commissioner, relative to the petition now pending for an order authorizing the elimination of a grade crossing known in our files as the Oak Hill Overcrossing, and we have no suggestions to make.

I believe the letter clearly states the facts and it will be my recommendation to the Commission in the event that the Commissioner refuses to allocate a part of the cost to the Railroad, that we appeal the case.

Yours very truly,

J. M. Devers
avh
J. M. DEVERS

JMD:avh

FORM K-30 10M 6-48 23439

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 1, 1948

SUBJECT:

To: Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

Herewith a draft of a letter to the Public Utilities Commissioner on the Oak Hill Project. You may want to change this considerable before it goes out.

Very truly yours,

G S Paxson

G. S. Paxson
Bridge Engineer

GSP/ds
Attached

R.H.B.
Suggest that you clear this with Devers before it goes out.
G.S.P.

IVED

OR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

July 2, 1948
Salem, Oregon

SUBJECT: Oak Hill Overcrossing
Assignment No. 5157

To:

Mr. R. H. Baldock

I have your assignment slip and attached letter of John H. Carkin, Public Utilities Commissioner, addressed to Frank C. McColloch, attorny for Southern Pacific, under date of May 27, 1948 in regard to our application for authority to cross over the track and right of way of the Coos Bay branch of Southern Pacific on the Eugene-Swisshome Highway No. 220.

This is what we have thought of as the Oak Hill projected overcrossing and is one wherein hearing was held and as indicated in Mr. Carkin's letter the thing seems to have fallen by the wayside insofar as P.U.C. issuing an order. For the outcome of the hearing I refer you to Mr. DeSouza's inter-office "Memorandum for File L 1262" under date of August 18, 1947. The hearing was held on Wednesday, August 13, 1947 and Mr. DeSouza's memorandum cites the pertinent information with regard to outcome of the hearing.

As I see it the matter definitely rests with P.U.C. insofar as follow through. Of course, our department did initiate the request and hearing. Just how urgent this is from our standpoint, I don't know. I would suggest you contact Mr. DeSouza for further information on the matter.

F. B. Crandall
F. B. Crandall
Traffic Engineer

FBC:aj

NOTED
State Highway Engineer

ED
7 1948
R FILING

#5143

June 3, 1948

Miss Marion Boehringer, Secretary
Crow Grange No. 450
Route No. 5
Eugene, Oregon

Dear Madam:

The State Highway Department is making every effort to place under contract the Oak Hill Overcrossing and its approaches. Unfortunately, the project became involved in a nation-wide resistance of the railroads to cooperating on grade-separation projects, and since the federal law requires their cooperation to a very limited extent, it has taken many months to get this matter adjusted.

I am hopeful that an agreement can be perfected in the near future so that the project can go ahead.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc: H. G. Smith

ASSIGNMENT No. 5157

Let 5/27/48 from ohn E. Carkin, Pub. Utilities Commis-
Frank C. McColloch, SP Co., re. crossing of Eugene-
e Hwy.

6/7/48 ASSIGNED TO: CRANDALL

☐ Investigation and report to this office
☐ Reply direct with copy to this office
☐ Return with drafted reply
☐ Comment or recommendation and return to this office
☐ Investigation and such action as is necessary
☐ Please prepare reply for my signature
☐ Assignment executed Date ______________

☒ What is this about?

REPORT RECEIVED: 7-6-48
hi

REMARKS:

Y
NT COMMISSIONER
RIE K. SHAFFER
CRETARY

A. F. HARVEY
SUPERINTENDENT OF MOTOR TRANSPORTATION
J. L. KENNEDY
CHIEF ACCOUNTANT
DAVID DON
CHIEF ENGINEER

JOHN H. CARKIN
Public Utilities Commissioner
SALEM, OREGON

COPY

May 27, 1948

File No. F-1984

In the matter of the application of the State of Oregon, by and through its State Highway Commission, for authority to cross over the tracks and right of way of the Coos Bay Branch of Southern Pacific Company on the Eugene-Swisshome Secondary Highway No. 220 in the northwest quarter (NW¼) of Section 31, Township 17 South, Range 4 West, W. M., in Lane County.) F-1984

Mr. Frank C. McColloch
General Attorney
Southern Pacific Company
800 Pacific Building
Portland 4, Oregon

Dear Mr. McColloch:

This will acknowledge your letter with reference to the above entitled matter.

As you know, Mr. Laird, who was the examiner in this case, has since left the office. However, we wish to assure you that the order will issue as quickly as our calendar will permit.

It will be necessary, of course, for members of our staff to review the transcript which is quite lengthy, before the order can be issued.

Very truly yours,

JOHN H. CARKIN
Commissioner

RECEIVED
JUN 8 1948
OFFICE OF
TRAFFIC ENGINEER

JHC:DM

cc—Mr. R. H. Baldock
Highway Engineer
State Office Building
Salem, Oregon

ASSIGNMENT

No. 5143

Lst. 5/18/48 from ss Marion Boehringer, Sec., Crew
questing improvement of 1 1/2 mile of unifnished portion
F six miles west of Eugene
5/27/48 ASSIGNED TO: SMITH

☐ Investigation and report to this office
☐ Reply direct with copy to this office
☐ Return with drafted reply
☐ Comment or recommendation and return to this office
☐ Investigation and such action as is necessary
☒ Please prepare reply for my signature
☐ Assignment executed Date ____________
☐ ____________

REPORT RECEIVED: 6-2-48

REMARKS:

CROW GRANGE
XXXXXXXXXXXX
EUGENE, OREGON

Route #5
May 18, 1948

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

At a recent meeting of Crow Grange #450, it was voted to submit the enclosed resolution for your consideration.

Your cooperation is appreciated.

Yours very truly,

CROW GRANGE #450
Marion Boehringer
(Miss) Marion Boehringer
Secretary

RECEIVED
MAY 27 1948
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
MAY 24 1948
OREGON
STATE HIGHWAY COMMISSION

CROW GRANGE #450

RESOLUTION

Resolved that Crow Grange go on record requesting the Oregon State Highway to improve the one and one-half mile of unfinished portion of Route F six miles West of Eugene.

Railroad crossing on this part has been constructed in such a condition that it is making it hazardous for safe driving. The crossing has been in this condition for years and the road is the heaviest traveled road West of Eugene.

SM REVISED 12-46

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

RECEIVED
APR 23
FOR FILING

April 16th, 1948

Const.
Grade Crossing
General

NOTED
W. C. WILLIAMS

#473 W

Mr. J. R. Day
Clarence W. Hyde Realty Company
628 Willamette Street
Eugene, Oregon

Dear Sir:

The Oak Hill Overcrossing cannot be contracted until an agreement is reached with the Southern Pacific Company regarding their contribution toward its construction.

This project is being financed by federal funds and the law appropriating these funds was complicated and unworkable concerning the adjudication of the amount to be contributed by the railroad. The matter is now being discussed on a national basis in Washington between the American Railroad Association and the Public Roads Administration, and we are hopeful that it will be settled in the near future so that we can proceed with the project.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: W. C. Williams

ASSIGNMENT

No. 473
WCW

TION: Letter from Clarence Hyde, Eugene, Oregon, concerning the pletion of about a mile stretch of gravel road, six miles west of gene.

DATE: April 15, 1948 ASSIGNED TO: H. G. Smith

☐ Investigation and report to this office
☒ Reply direct with copy to this office
☐ Return with drafted reply
☐ Comment or recommendation and return to this office
☐ Investigation and such action as is necessary
☐ Please prepare reply for my signature
☐ Assignment executed Date ______________

☐ ______________________________________

REPORT RECEIVED: 4-19-48

REMARKS:

CLARENCE F. HYDE
REALTY CO.
PHONE 3377
628 WILLAMETTE STREET
EUGENE, OREGON

April 14, 1948

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Mr. Baldock:

About six miles West of Eugene, near the Oak Hill School, on the new state highway to the coast, there is about a mile stretch of gravel road, together with an overpass over the S. P. tracks, that was not finished when the highway was put in several years ago.

The state bought a right-of-way from the S. P. on the North side of the tracks, and when completed will give us a fine paved highway West beyond Veneta. I understand this was offered for bids two or three times in the past eight or nine years, and was turned down.

Eugene is making a rapid growth, and especially West of town, and this short stretch of unfinished highway is an eyesore to everyone who looks at property out that way, and of course they all want to know if and when this will be completed.

I own a ranch adjoining this new highway, therefore am personally interested in seeing this road completed. I understand that this project is on the agenda to be let this spring, but cannot confirm it. Would it be possible for you to advise me if this will be let in the near future.

Thanking you for your interest in this matter, and hoping to receive a favorable reply, I am,

Yours very truly,

J R Day
J. R. Day

JRD/mw

RECEIVED
[illegible] 1948
OFFICE OF
[illegible]

RECEIVED
APR 15 1948
OREGON
STATE HIGHWAY COMMISSION

EIVED
UG 20 1947
FORM E-99X 15M 10-46
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Mr Baldock

Salem, Oregon
August 18, 1947

SUBJECT: Re: Oak Hill Overcrossing

To: Memorandum for File L 1262

NOTED
State Highway Engineer

L

Hearing on this matter was held at the office of the Public Utilities Commissioner, Salem, Oregon, beginning at 10:00 o'clock A. M. Wednesday, August 13, and ending about 3:00 P. M. on Thursday, August 14. The Southern Pacific Company was represented by Mr. Frank McColloch, and Mr. George E. Stewart, Division Engineer, Portland Division, Mr. W. Paul, Assistant Chief Engineer, Southern Pacific Company, and Mr. Philip H. Hulley, Assistant Tax and Right of Way Agent, were placed on the stand.

The State was represented by J. W. DeSouza, and Mr. S. H. Probert, Mr. F. B. Crandall, Mr. G. S. Paxson, Mr. H. G. Smith, Mr. R. H. Baldock, and Mr. C. W. Parker were placed on the stand.

Mr. Crandall's testimony was that based upon a twenty-four hour automatic count the traffic at crossing 655.0, which is West of the proposed overcrossing, was 1,995 vehicles a day, and that at the school crossing, which is crossing 653.5, the traffic was thirty-four vehicles a day.

Based upon a one week continuous count, Southern Pacific Company's tabulation showed that the traffic averaged 1,386 vehicles at crossing 655.0, and thirty vehicles at crossing 653.5.

Southern Pacific Company's case was to the effect that the increase in traffic had been caused by revisions in the county roads, which revisions have caused the present increase in traffic crossing at grade crossings proposed to be eliminated; that no benefits will accrue to Railroad by reason of the closing of the crossings, and that no cost should be assessed to Southern Pacific Company.

This was exemplified by the testimony of Mr. Paul who said on the stand that no accidents had occurred on the crossings, and therefore no benefits would accrue to Southern Pacific Company by their elimination. His analysis of economic justifications was that there were no benefits accruing to the public adequate to support an expenditure of more than $4,178 for the elimination, although an expenditure of $4,572 would be justified for the construction of the grade crossing and the installation of automatic signals. Mr. Smith's and Mr. Paxson's testimony, after taking credits, showed a net estimated cost of $103,260 for the project.

Mr. Baldock was placed on the stand as next to the last witness, and after giving a recital of the history of the project and other matters on direct examination, he testified that in his opinion twenty-five per cent of the cost of the elimination of the project would be a fair and reasonable percentage to assess to Southern Pacific Company.

Briefly Mr. Probert testified regarding federal funds. Mr. Crandall testified regarding traffic. Mr. Smith testified regarding the project in general and construction costs. Mr. Paxson testified regarding cost of the structure. Mr. Baldock testified generally regarding grade crossing projects, federal funds which have been available, and his estimate of the amount which should be assessed Southern Pacific Company. Mr. Parker was the State's closing witness and testified regarding land values.

I have requested a transcript of the testimony from Mr. Eugene E. Laird who sat as special examiner, but have been advised that it probably will be some time before this is ready as the report on the case is entering into the telephone cases now being heard. The following exhibits were placed in evidence:

Exhibit No. 8 (State). A letter from Mr. Alfred A. Hampson to Mr. Devers dated February 28, 1946.

Exhibit No. 9 (Southern Pacific Co.) Map showing highway from Eleventh Street, Eugene, Westerly to Veneta, with connecting and adjacent roads, Drawing No. 9715.

Exhibit No. 10 (Southern Pacific Co.) Traffic counts at crossing 653.5.

Exhibit No. 11 (Southern Pacific Co.) Sketch map in the vicinity of crossing No. 653.5, drawing No. 11833.

Exhibit No. 12 (Southern Pacific Co.) Photographs at crossing 653.5.

Exhibit No. 13 (Southern Pacific Co.) Traffic at crossing 655.0.

Exhibit No. 14 (Southern Pacific Co.) Sketch map at crossing 655.0, drawing No. 11831.

Exhibit No. 15 (Southern Pacific Co.) Photographs at crossing 655.0.

Exhibit No. 16 (Southern Pacific Co.) Federal memorandum No. 298 issued by the Public Roads Administration. There is no copy of this in crossing file as only one was available.

Exhibit No. 17 (Southern Pacific Co.) Resolution passed by the State Highway Commission with reference to the funds to be used in the construction of the Oak Hill Overcrossing. There is no copy of this in the crossing file as only one was available.

Exhibit No. 18 (Southern Pacific Co.) Statement of safety stops, crossing No. 655.0.

Exhibit No. 19 (Southern Pacific Co.) Economic loss to highway motor vehicle traffic due to stops and delays at both crossings.

Exhibit No. 20 (Southern Pacific Co.) Analysis of benefits and liabilities to railroad company. The net result of this is to show a benefit of $188 to the railroad company by reason of the construction of an overcrossing. In this there has been taken into consideration the land acquired from Southern Pacific Company which was paid for at the time of the acquisition.

Exhibit No. 21 (Southern Pacific Co.) Copy of deed from Southern Pacific Company to the State Highway Commission covering a tract of land near the overcrossing. There is no copy of this in the file.

Exhibit No. 22 (Southern Pacific Co.) Data on operating revenue and taxes paid by Southern Pacific Company.

Exhibit No. 23 (Southern Pacific Co.) Letter from J. M. Devers to Mr. Alfred A. Hampson, dated February 14, 1946.

Exhibit No. 24 (Southern Pacific Co.) Letter from J. M. Devers to Legal Department, Southern Pacific Company, dated May 23, 1946.

cc - R. H. Baldock
H. G. Smith
G. S. Paxson
S. H. Probert
F. B. Crandall

J. W. DE SOUZA
Assistant Counsel

5

CEIVED
JUL 30 1947
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

NOTED
State Highway Engineer

Salem, Oregon
July 29, 1947

SUBJECT: L 1262

To:

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Mr. Baldock:

Hearing on the Oak Hill Overcrossing on the Eugene-Swiss Home Secondary Highway has been reset at 10:00 o'clock A. M. on Wednesday, August 13, 1947, in the office of the Public Utilities Commissioner in Salem.

Yours very truly,

J. M. DEVERS

By J. W. De Souza avh
J. W. DE SOUZA
Assistant Counsel

JWD:avh
cc - H. G. Smith
G. S. Paxson
K. D. Lytle
F. B. Crandall

5

RECEIVED
JUL 21 1947
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 16, 1947

SUBJECT: L 1262

To:

Mr. R. H. Baldock
State Highway Engineer
Office

L

Dear Mr. Baldock:

Hearing on the Oak Hill overcrossing project on the Eugene-Swisshome Secondary Highway has been set for 10:00 o'clock A. M. on Tuesday, July 29, 1947, in the office of the Public Utilities Commission, 460 North Commercial Street, Salem.

As the pleadings now stand I think that we will have to make our case from the beginning the same as though no prior hearing had been held.

In view of the fact that we are planning on the requesting of Railroad cooperation on the project it will be necessary to put on testimony covering the cost of construction of the structure and the grading of the approaches. At Freewater we did not include the cost of the paving as a part of the grade separation project. It seems that the same plan should be followed here.

NOTED
State Highway Engineer

Yours very truly,

J. M. DEVERS

By J. W. De Souza
J. W. DE SOUZA
Assistant Counsel

JWD:avh
cc - H. G. Smith
G. S. Paxson
K. D. Lytle
F. B. Crandall

L

CEIVED
MAR 5 1947
FOR FILING

Cross Referenced To
Const
Federal Aid
Grade Crossings

Salem, Oregon
March 4, 1947

Oak Hill Grade Separation Project

Mr. R. H. Baldock

The State Highway Commission at its meeting on February 4 authorized the transfer of the Oak Hill Railroad Grade Separation Project from the Federal Aid Program to the State Program. I have notified Mr. Paxson as per your request.

Secretary

HBG:eo 3/5

VED
1 1947
FILING

March 3, 1947
Salem, Oregon

Oak Hill Overcrossing

Mr. C. S. Paxson

NOTED
[redacted]

Attached is an excerpt from the minutes of the meeting of February 4, 1947, regarding the construction of the Oak Hill Overcrossing on the Richardson-Eugene Secondary Highway, in Lane County. Also attached is a copy of the resolution adopted by the Commission on that day with regard thereto.

Will you please have Mr. Devers start the proceedings on this matter.

R. H. Baldock

RHB-HBG:ec 3/4
Attchs.

January 30, 1947

Cross Referenced To
Adm.
Letters
Commissioners

Oregon State Highway Commission

Gentlemen:

Re: Oak Hill Overcrossing in Lane County

In the current federal-aid construction program are several grade crossing elimination projects. Under the federal law authorizing this work and the Public Roads Administration's rules for administering the program, the State is required to submit, with the plans, specifications, and estimate, an agreement with the affected railroad setting forth, among other things, the portion of the cost that the railroad is to bear. This portion of the cost is supposed to be determined by the State from an analysis of the benefits to the railroad and is limited to a maximum of 10 per cent of the project cost. On projects where an analysis shows benefits to the railroad, we have been able to reach an agreement with the railroads in only one case. Since we are not permitted to contract these grade separation projects until the agreement is reached, this part of the program is held up and there seems to be little hope of going ahead under the present procedure.

Before the federal grade separation program was authorized, the division of costs was made in accordance with the Oregon law by the Oregon Public Utilities Commissioner after a hearing on the matter. Under this procedure, railroad contribution up to 50 per cent of the project cost has been assessed. The average contribution was about 35 per cent.

The Oak Hill Overcrossing of the Southern Pacific Railroad, on the Richardson-Eugene Secondary Highway in Lane County, is one of the projects that is held up. This project joins two previously completed sections and is a greatly needed improvement on a heavily traveled highway. Its construction was scheduled before the war and a hearing was held before the Public Utilities Commissioner. Under the prewar program the federal government paid the entire cost, and an agreement on this basis was entered into with the Southern Pacific Company covering the construction of the project without cost to the company. Before a contract could be let, war was declared and the federal ighway money was withdrawn. The postwar highway act requires contributions sed on railroad benefits. In this case two grade crossings are to be comtely eliminated. We believe that railroad benefits are a maximum and that outhern Pacific Company should contribute the maximum percentage provided in the law, which is 10 per cent of the project cost. The cost of the project is estimated as $123,000. We believe the railroad company should contribute 10 per cent of this, or $12,300.

We have negotiated with the railroad company for the last year and a half for a modification of the present agreement, to bring it into line with the current federal law. It does not appear possible to reach an agreement with the Southern Pacific Company on this project on terms that we can recommend to the Public Roads Administration for acceptance. We believe that, under the current federal law, they should contribute 10 per cent of the project cost, approximately $12,300. Their offer of contribution is as follows:

> "We can find no element of benefit to the railroad from the elimination of these two unimportant crossings other than annual maintenance of $30.00. We have capitalized that figure at the relatively high rate of five per cent and achieve the total maximum net benefit of $600.00, as our share of the cost of this particular project."

In order to get this project underway, I am recommending that it be withdrawn from the Federal Aid Program and placed on the State Program. We can then make a new application to the Oregon Public Utilities Commissioner for allocation of the costs under the state law. We cannot predict the allocation which he would make. If he follows the precedent of past projects, it should be from 30 to 40 per cent of the project cost. It could hardly be less than is now offered by the railroad company.

Mr. Devers joins me in this recommendation. We would appreciate your consideration of this question at the next meeting.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc: Mr. Devers
Mr. Glaisyer
Mr. Paxson

Balco[illegible]k:—

I would suggest that this be talked over with Devers before it is sent out. He has conducted most of the negotiations with the S.P.

G.H.P.

REFERRED TO
J N Davis
By Chief Engineer

Do you approve letter as changed and attached. Ned to –

RECEIVED
1947
LEGAL DEPT

FORM E-90 25M 3-46

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 18, 1947

SUBJECT:

To: Mr. R. H. Baldock,

Office.

Dear Mr. Baldock:

I have read the carbon copy of the letter which you propose to submit to the Commission with respect to the Oak Hill overcrossing in Lane County and am in accord with what you say.

It is my recommendation that the Commission authorize the promotion of this project with state funds and that in keeping with Oregon law the State apply to the Public Utilities Commissioner for an order authorizing the crossing and for an allocation of the costs.

Yours very truly,

J M Devers

J. M. DEVERS

JMD:PW

RECEIVED
JUN 5 1946
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 21, 1946

SUBJECT: Oak Hill Overcrossing
Bridge No. 2262

To: Mr. R. H. Baldock
State Highway Engineer
Office

REFERRED TO
J. M. Devers
By Chief Engineer

Dear Sir:

Under date of March 7, I reported to Mr. C. B. McCullough on the contribution which should be made by the Southern Pacific Company on the Oak Hill Overcrossing project on the Richardson-Eugene Secondary Highway in Lane County. Since that time we are in receipt of Public Roads Administrative Memorandum No. 298, which defines the limits of the project which can be considered as part of the grade separation. In the fourth paragraph of this memorandum the following definition is given:

> "For the purpose of determining railway benefit and liability the total cost shall be limited to that portion of the project which will accomplish reduction or elimination of railway-highway crossing hazard. In all cases involving grade separation structures such cost shall include the cost of approaches for such lengths on either side of the crossing structure as are necessary for proper approach grades and vertical curves."

Based on this definition, the grade separation project should be considered as extending from station 268+70 to station 288+80 for a distance of 2010 feet. Under the Public Roads Administration memorandum all costs within this section are considered a part of the grade separation project. The estimate of these costs is as follows:

Approaches:

General Excavation	2,788 cu.yds.	at	$0.50	$1,394.00
Borrow Excavation	24,995 cu.yds.	at	0.50	12,497.50
Short Overhaul	13,254 yd.stas.	at	0.02	265.08
Long Overhaul	392 C yd.stas.	at	0.50	196.00
Finishing Roadbed and Slopes	0.40 mile	at	300.00	120.00
3"-0" Material in Base	2,250 cu.yds.	at	1.50	3,375.00
3/4"-0" Material in Base	325 cu.yds.	at	3.00	975.00
Sprinkling	25 M gal.	at	2.50	62.50
Preparation of Base	.315 mile	at	200.00	63.00
Furnishing and Placing Aggregates	242 cu.yds.	at	4.00	968.00

Furnishing and Placing RC-3 Asphalt	8 tons	at	$32.00	$256.00
Furnishing and Placing 151-200 Asphalt	21 tons	at	32.00	672.00
				$20,844.08

Structure:

Shoring, Cribbing, Etc.	all			$5,600.00
Structural Excavation	700 cu.yds.	at	$8.30	5,810.00
Structural Excavation Below Elevation Shown	40 cu.yds.	at	10.00	400.00
Class A Concrete	860 cu.yds.	at	35.70	30,702.00
Metal Reinforcement	210,000 lbs.	at	0.07	14,700.00
Metal Rail	820 lin.ft.	at	8.50	6,970.00
				$64,182.00

Approaches	$20,844.08
Structure	64,182.00
Railroad Costs	3,500.00
Subtotal	$88,526.08
Plus 10% for Engr. and Cont.	8,852.61
Total Cost	$97,378.69

At this crossing we eliminate all traffic at grade from two existing grade crossings. It would appear that this should entitle us to ask the railroad for a contribution amounting to ten per cent of the total cost of the project, or $9,737.87.

Attached hereto is a print showing the map, profile, and grading quantities of the project.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP GM
Attached

cc J. M. Devers
S. H. Probert

RECEIVED
MAY 6 1946
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 7, 1946

NOTED
C. B. McCullough

SUBJECT: Oak Hill Overcrossing

To: Mr. C. B. McCullough
Assistant State Highway Engineer
Office

Dear Sir:

I am returning Mr. Dever's letter of March 1 and the copy of Mr. Hampson's letter of February 28 relative to participation in costs by the Southern Pacific Company.

The overcrossing structure itself is estimated to cost $58,780. I have made a rough estimate of the additional amount of grading which is necessitated by the high grade line to cross the railroad and find it to be approximately 26,400 cubic yards, which, at $0.52 per yard, amounts to $13,728; making a total net cost for the structure of $72,508. Adding 10 per cent for engineering would make a subtotal of $79,760. In 1941 the railroad estimated the cost of the work which they would do at $2,743. There has been a considerable increase in costs since then, and I am putting this railroad work in at $4,100; making a total gross cost of $83,860.

Last fall Mr. Head investigated the accident expectancy reduction and estimated this to be 0.068 at this particular crossing. In accordance with the method of computation set forth in your letter to Mr. Davis of September 19, 1945, the net benefit to traffic by the reduction in hazard would be $270.80 per year, half of which should be allocated to the railroad, making their net benefit $135.40. In Mr. Hampson's letter they estimate the cost of maintenance of the grade crossings at $30 per year, which would give the railroad a total benefit of $165.40 per year. Capitalized at three per cent over a thirty-year term would make their benefits $3,243.

At this crossing we completely eliminate all traffic at grade from two existing grade crossings. This should entitle us to ask the railroad for ten per cent contribution on the total cost of the project, which in this particular case would be $8,386. The railroad, of course, could deduct from this amount the cost of the work which they do with their own forces.

We therefore have three different proposals for the assessment of railroad benefits. (1) The railroad admits the benefit of $600. (2) Under the procedure submitted to the Public Roads Administration in your letter of September 19, 1945, the benefits are $3,243. (3) The maximum contribution of ten per cent of the contract cost is $8,386.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP GM
Attached

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 1, 1946

RECEIVED
MAR - 2 1946

SUBJECT:

To: Mr. C. B. McCullough,
Office.

Dear Mr. McCullough:

I received today from Mr. Hampson, General Attorney for the Southern Pacific Company, a reply to my letter concerning an allocation of the costs incident to the proposed Eugene-Swisshome grade separation project, and his reply is in keeping with the Southern Pacific Company's uncooperative attitude—at least that is my opinion.

For your information I am enclosing a copy of that letter.

Yours very truly,

J. M. DEVERS

JMD:PW
Enc.

REFERRED TO
Asst. Chief Engineer

Mr Paxson
Would like to check this against your formula —
Please see me

C
O
P
Y

RECEIVED
MAR - 2 1946

SOUTHERN PACIFIC COMPANY
800 Pacific Building,
Portland 4, Oregon

February 28, 1946

Mr. J. M. Devers
Chief Counsel,
Oregon State Highway Commission,
Salem, Oregon.

Dear Mr. Devers:

Referring again to your letter of February 14 concerning allocation of costs on the Eugene-Swisshome Secondary Grade Separation on Southern Pacific Company's Coos Bay Branch.

We can find no element of benefit to the railroad from the elimination of these two unimportant crossings other than annual maintenance of $30.00. We have capitalized that figure at the relatively high rate of five percent and achieve the total maximum net benefit of $600.00, as our share of the cost of this particular project.

If your engineers have in mind any items of benefit which we have not considered, I shall be glad to know of them and arrange for our people to give them consideration.

Very truly yours,

(sgd.) Alfred A. Hampson

16-30

This gives no credit for Safety benefits. computed to be $2655
See SP letter dated 10/1/45 to C.B.Mc.

IVED
FEB 25 1946
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 13, 1946

SUBJECT: Oak Hill Overcrossing
in Lane County

To: Mr. J. M. Devers
Chief Engineer
Office

Dear Sir:

Our estimate of cost for the structure of the Oak Hill Overcrossing is $68,000. The estimated cost of grading and surfacing the approach roadway leading to this structure is $55,000. This makes a total cost for the project of $123,000. The maximum railroad participation under the 1944 Federal Highway Act is 10 per cent, which in this case would be $12,300.

Under the Public Utilities Commissioner Order, the construction of this project will close two railroad crossings, one of them being 1,050 feet from the proposed overcrossing and known as No. CO-6535, and the other crossing being 6,250 feet west of the proposed structure and known as CO-655.0.

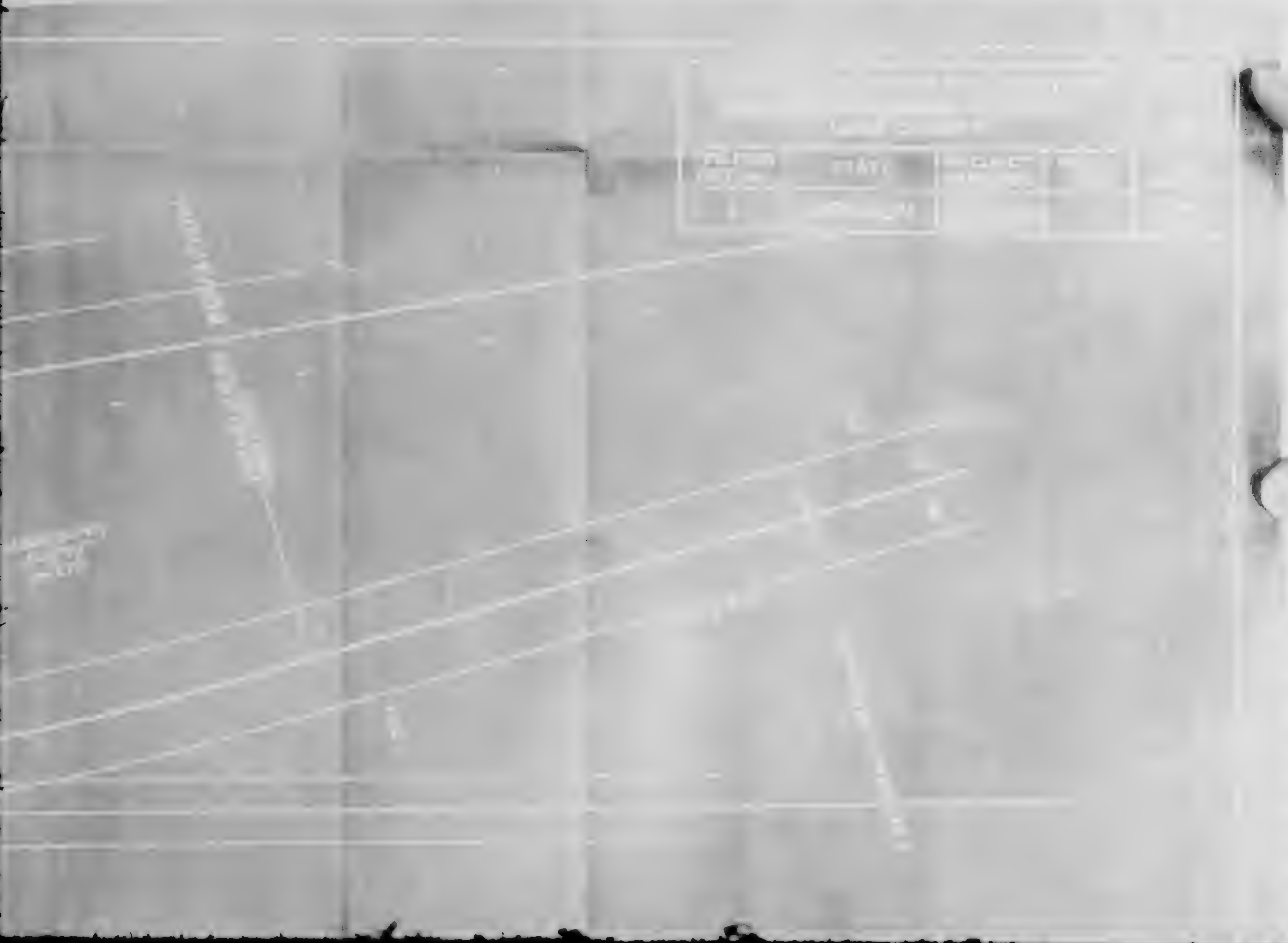
Very truly yours,

G. S. Paxson
Bridge Engineer

GSP GM
cc C. B. McCullough

SURVEYED

T. 17 S. R. 4 W. W.M.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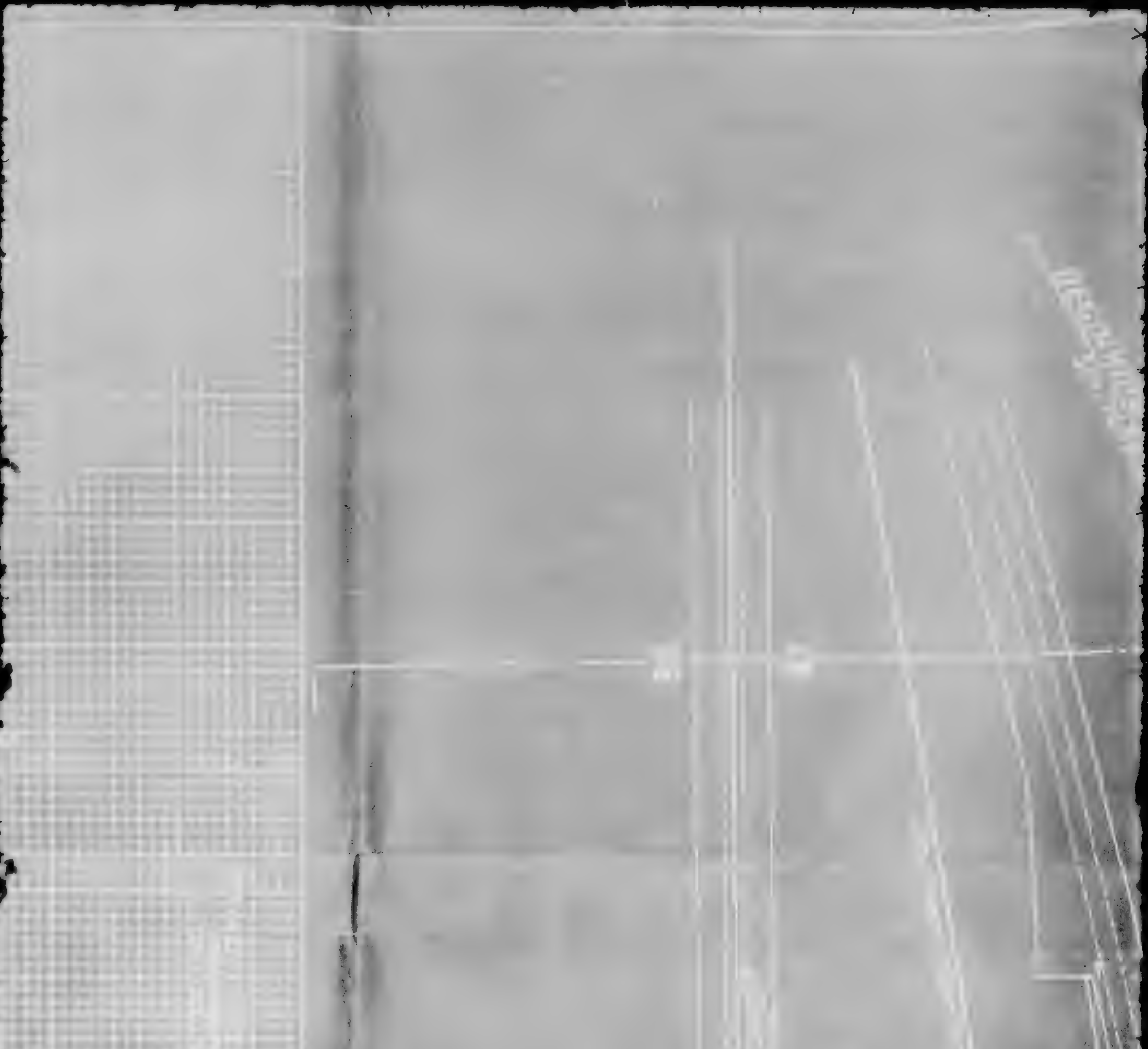
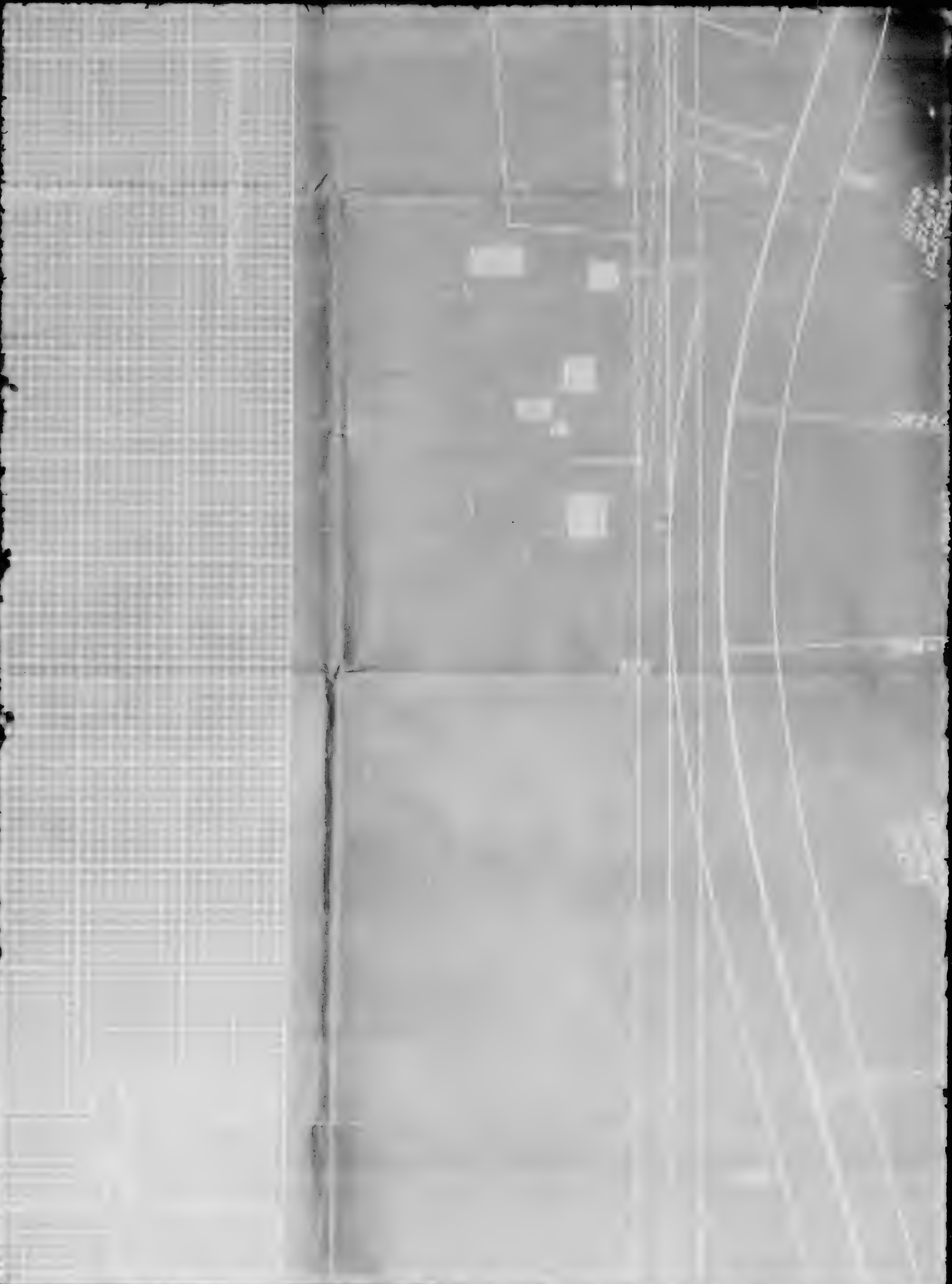
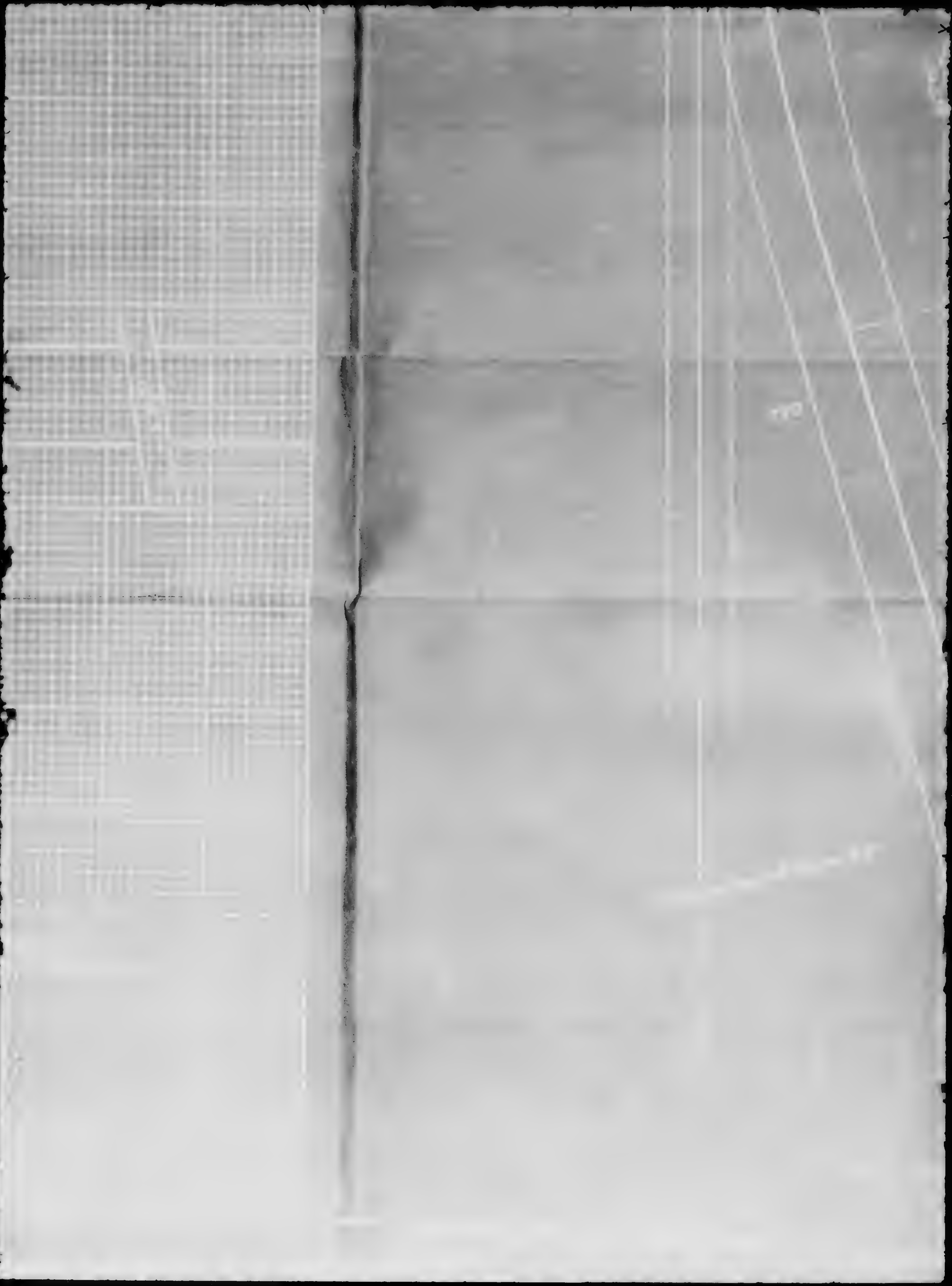
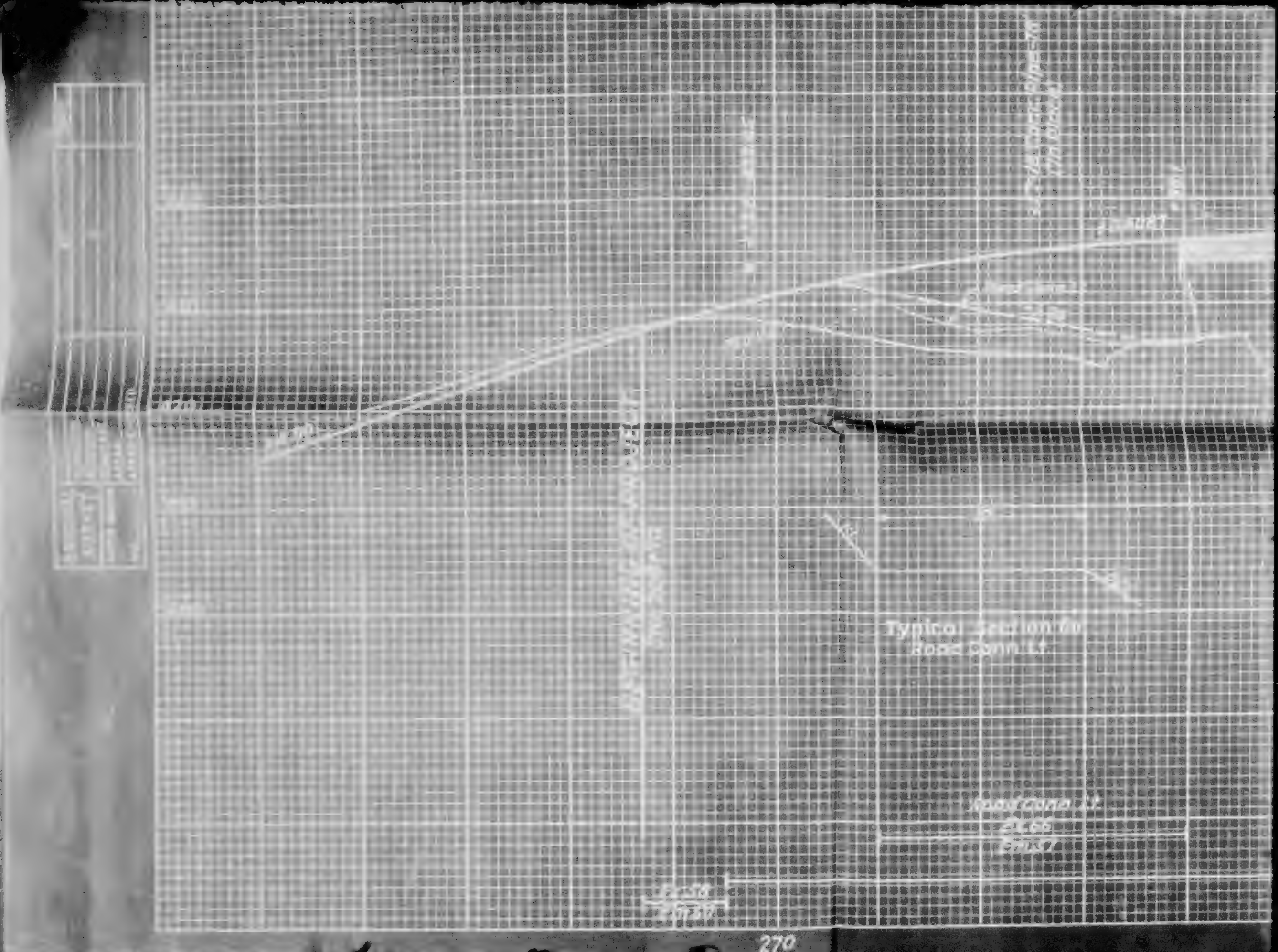
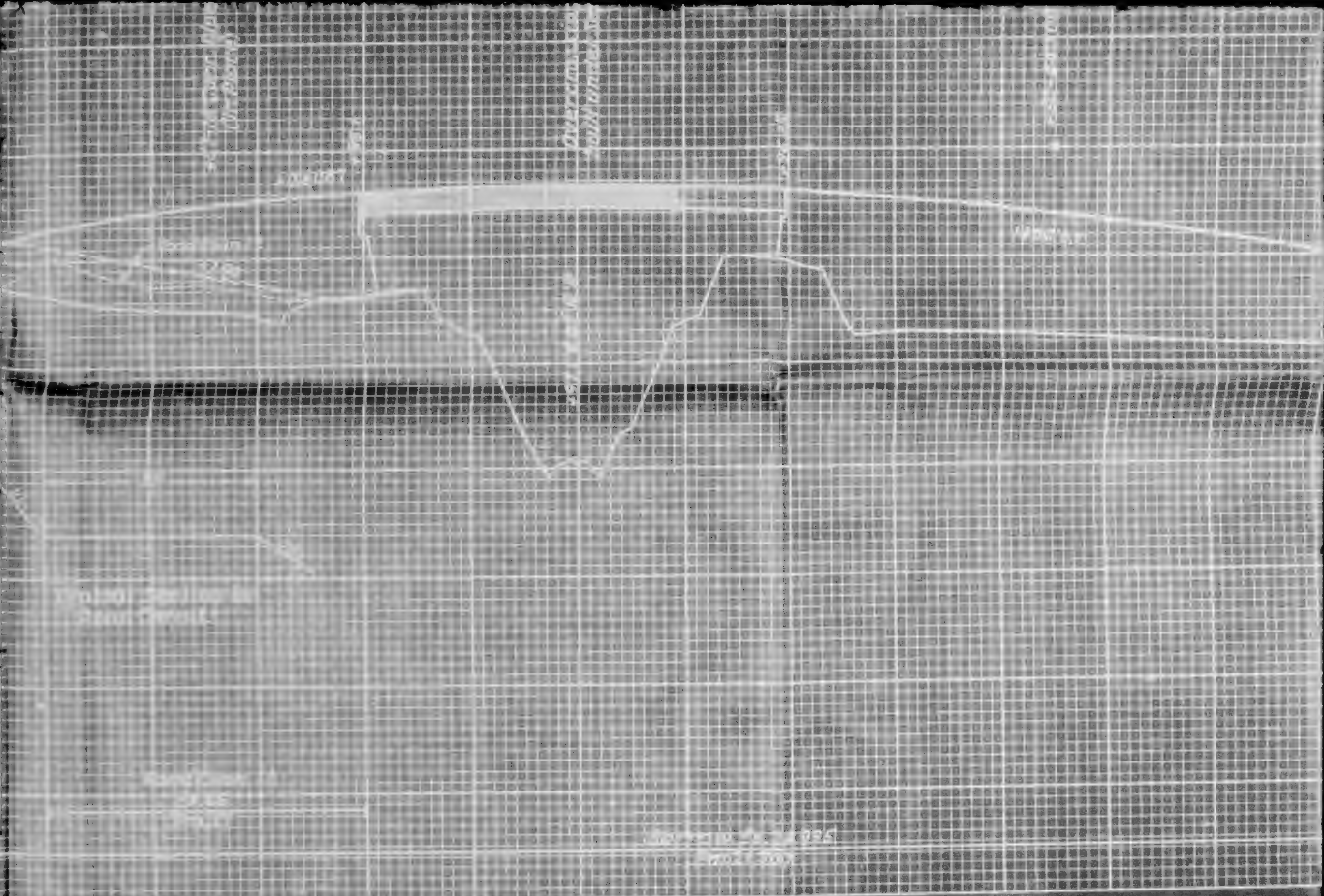


Pacific
Proposed
Borrow Pit






Typical Section for
Road Conn. Lt.



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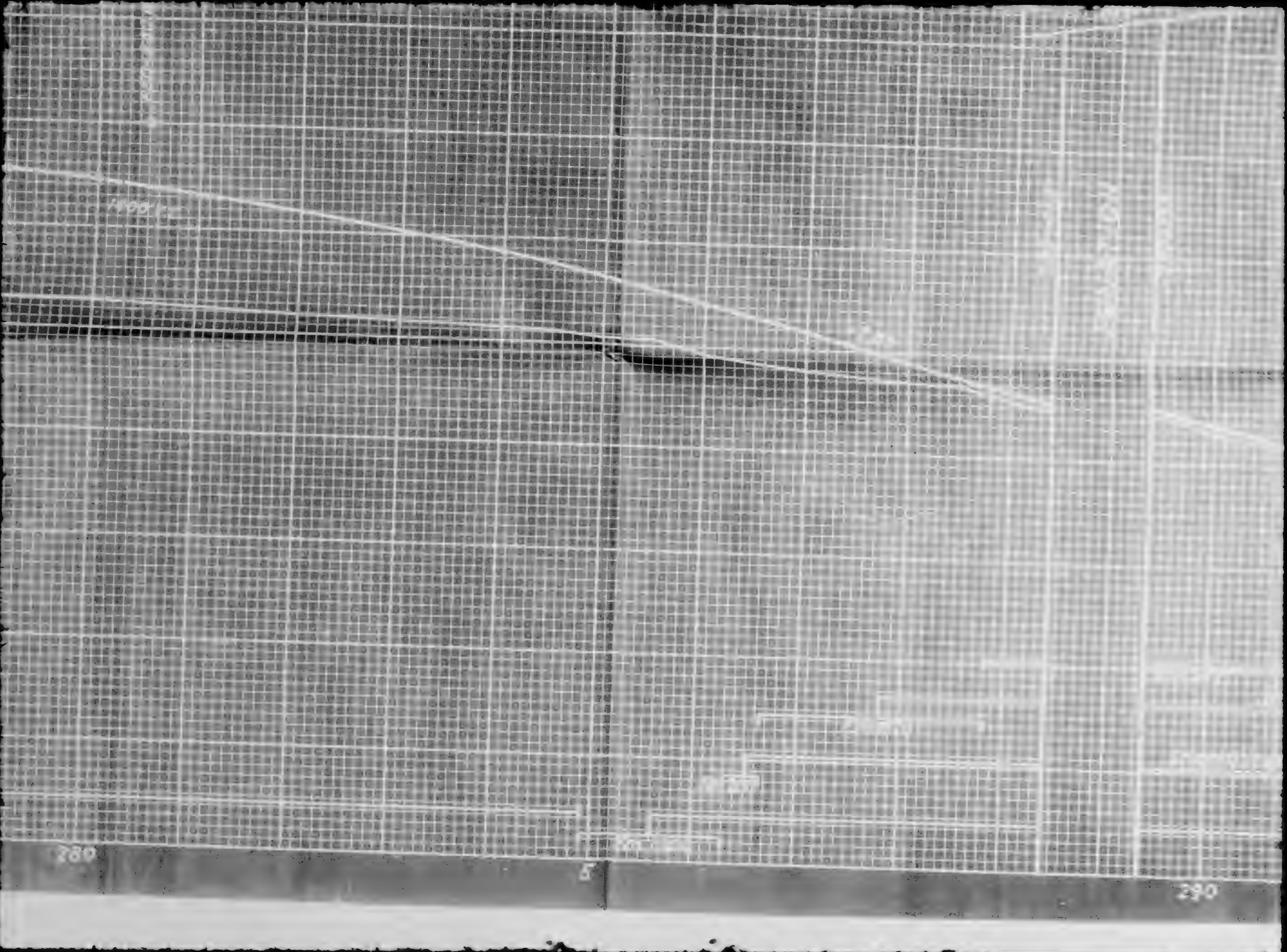
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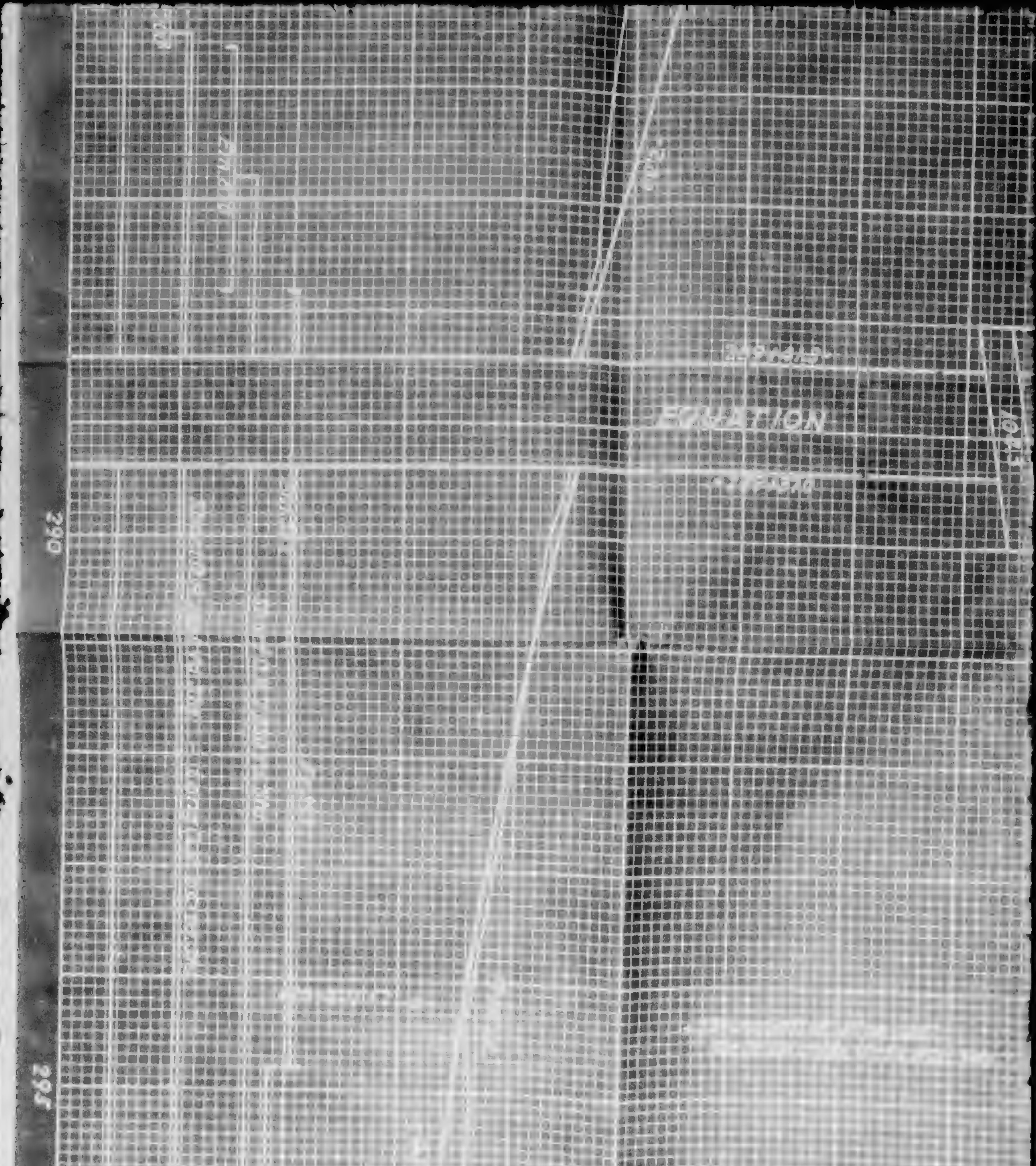

EQUATION
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INDEX OF SHEETS		
SHEET NO.	DESCRIPTION	STA. TO STA.
1	*Title*	
2	*Summary & Typical Section*	
3-5	*Plan and Profile*	

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PLAN

FISH

STATE OF OREGON
STATE HIGHWAY DEPART

PLAN AND PROFILE OF PR
STATE HIGHWA

FEDERAL AID PROJECT

FISHER ROAD - OAK HILL S
RICHARDSON - EUGENE HIGH
LANE COUNTY

April, 1941
August, 1945

ATE OF OREGON
IGHWAY DEPARTMENT

PROFILE OF PROPOSED
TE HIGHWAY
FEDERAL AID PROJECT

AD - OAK HILL SECTION
ON - EUGENE HIGHWAY
LANE COUNTY

April, 1941
August, 1945

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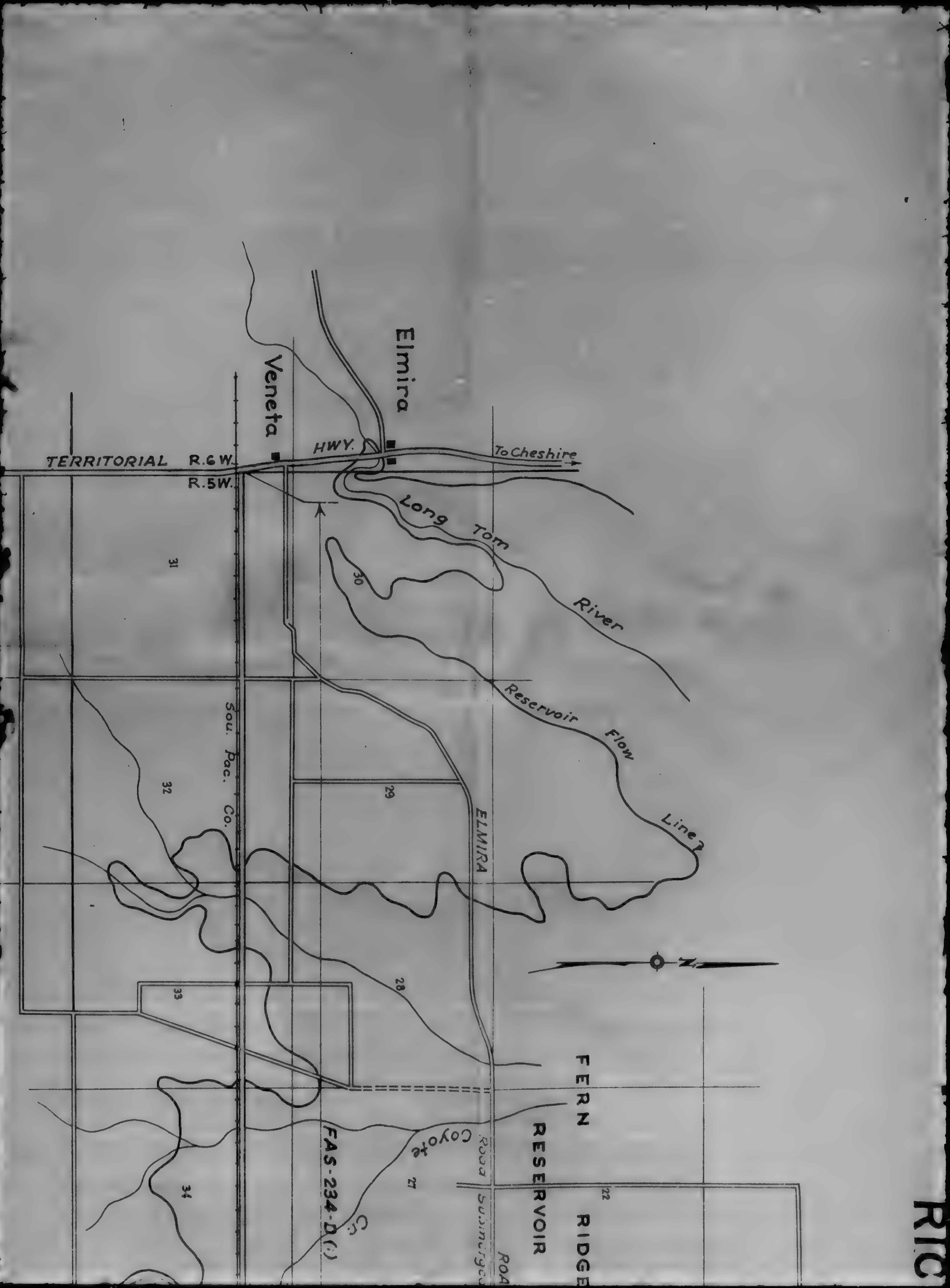
FISHER ROAD-OAK HILL SECTION RICHARDSON-EUGENE HIGHWAY LANE COUNTY				SHEET No. 1
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-234(5)		*See Index*


Elmira
Veneta
HWY.
TERRITORIAL
R.6W.
R.5W.
To Cheshire
Long Tom River
Reservoir Flow Line?
31
30
32
29
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22
Sou. Pac. Co.
ELMIRA
Road
FERN RIDGE RESERVOIR
FAS-234-D(1)
Coyote
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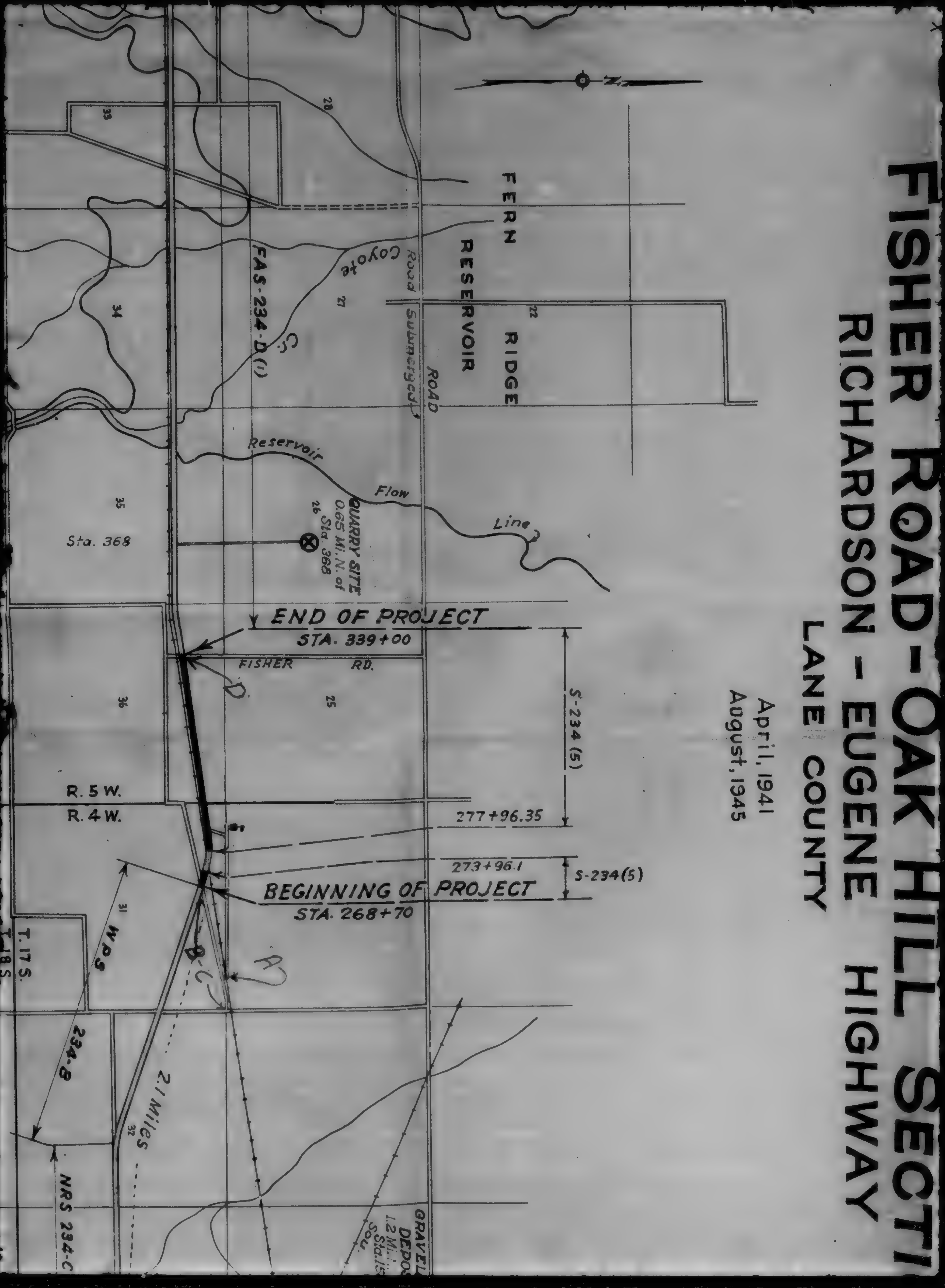
FISHER ROAD - OAK HILL SECTI

RICHARDSON - EUGENE HIGHWAY

LANE COUNTY

April, 1941
August, 1945



N
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Coyote
Road Submerged
ROAD
FAS-234-D(1)
C.
Reservoir Flow Line
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Sta. 368
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STA. 339+00
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S-234 (5)
277+96.35
273+96.1
S-234(5)
BEGINNING OF PROJECT
STA. 268+70
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R. 4 W.
T. 17 S.
T. 18 S.
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B-C
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2.1 Miles
NRS 234-C
GRAVEL
DEPOS
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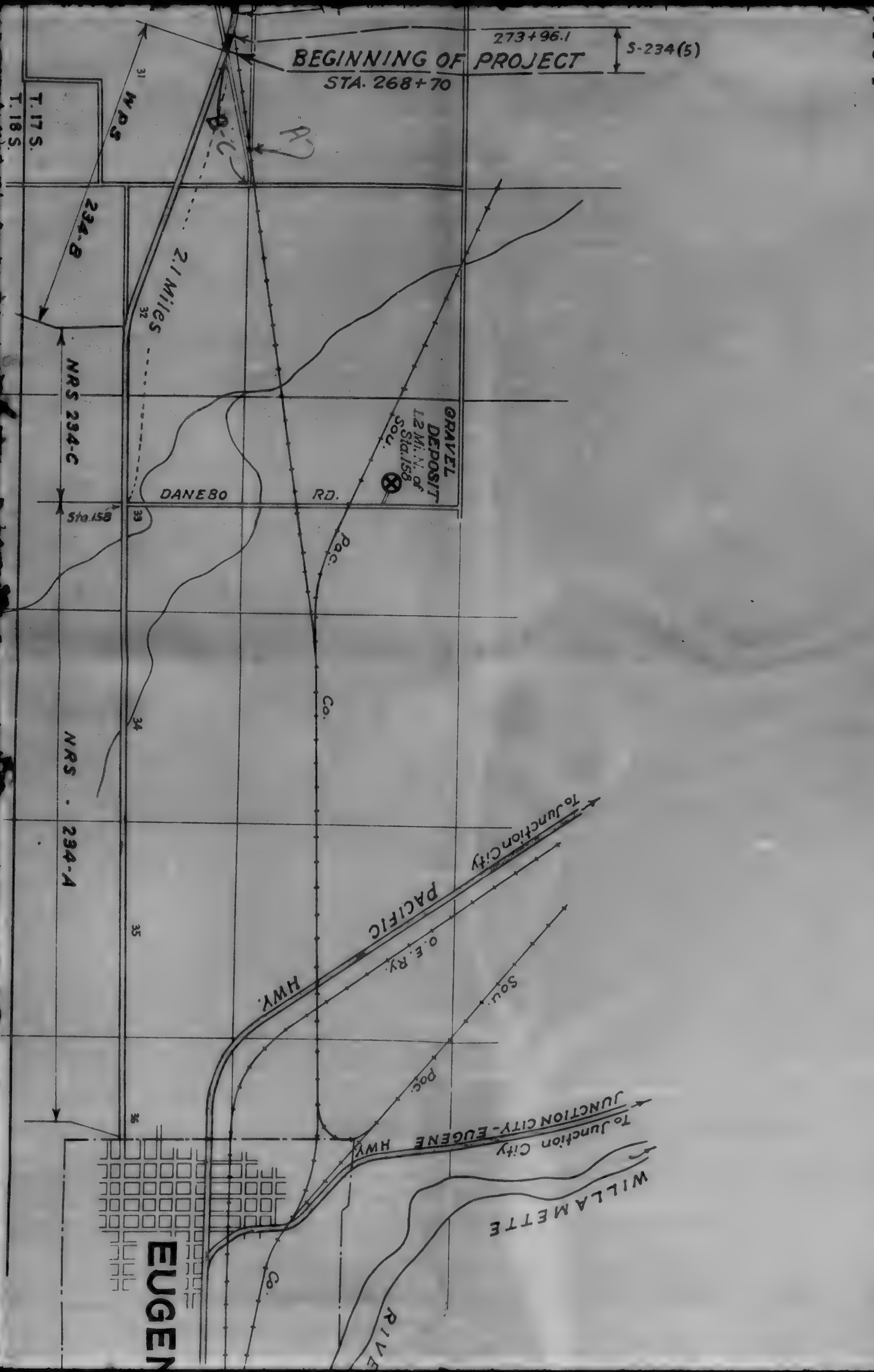
273+96.1
S-234(5)
BEGINNING OF PROJECT
STA. 268+70
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T. 18 S.
WPS
234-B
B-C
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2.1 Miles
NRS 234-C
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DANEBO RD.
GRAVEL DEPOSIT 1.2 Mi. N. of Sta.158
Sou. Pac. Co.
NRS - 234-A
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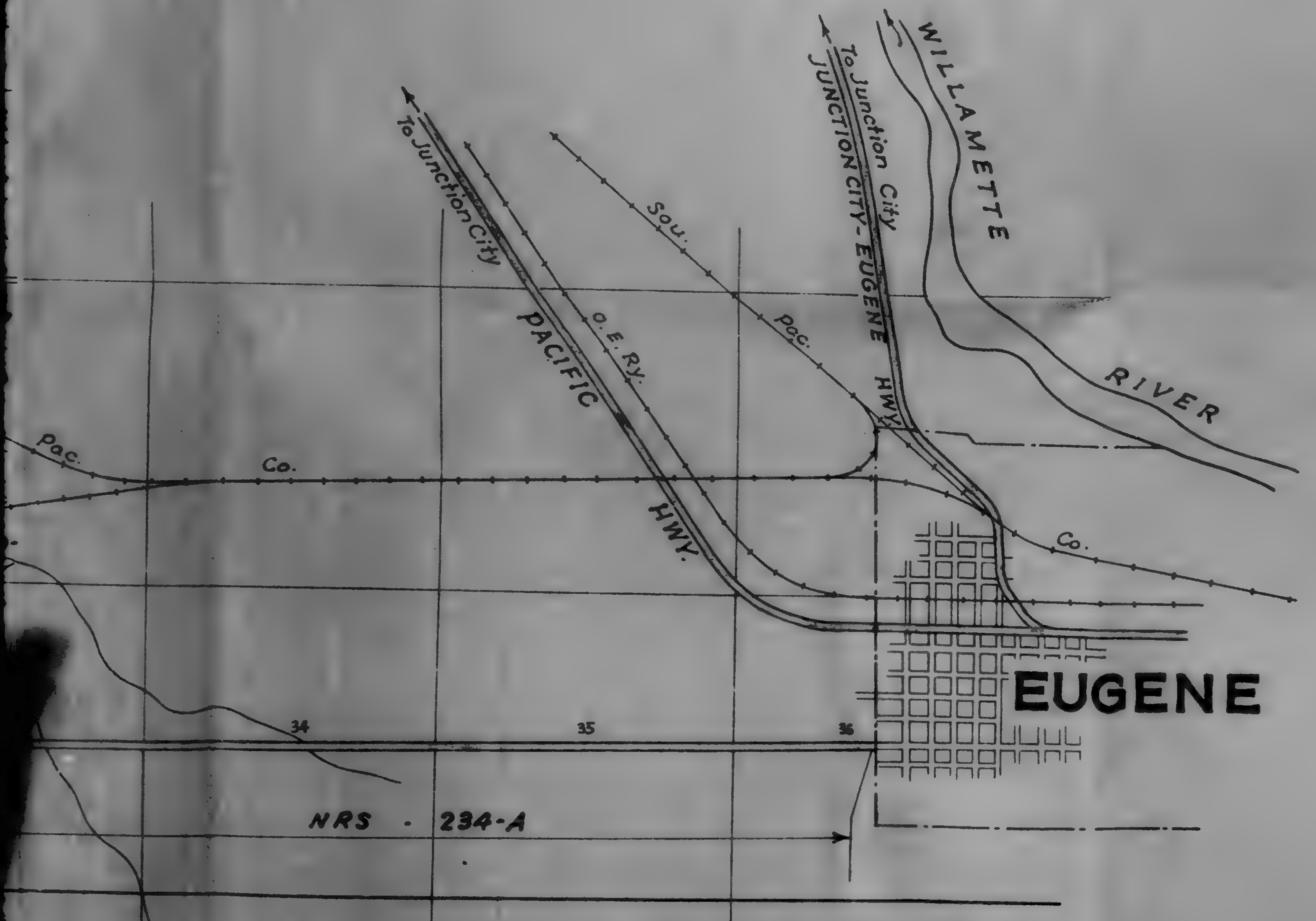
36
To Junction City
PACIFIC HWY.
O. E. RY.
Sou. Pac.
JUNCTION CITY-EUGENE HWY.
To Junction City
WILLAMETTE
RIVE
Co.
EUGEN


To Junction City
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HWY.
O. E. RY.
Sou.
Pac.
To Junction City
JUNCTION CITY - EUGENE
HWY.
WILLAMETTE
RIVER
Pac.
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Co.
EUGENE
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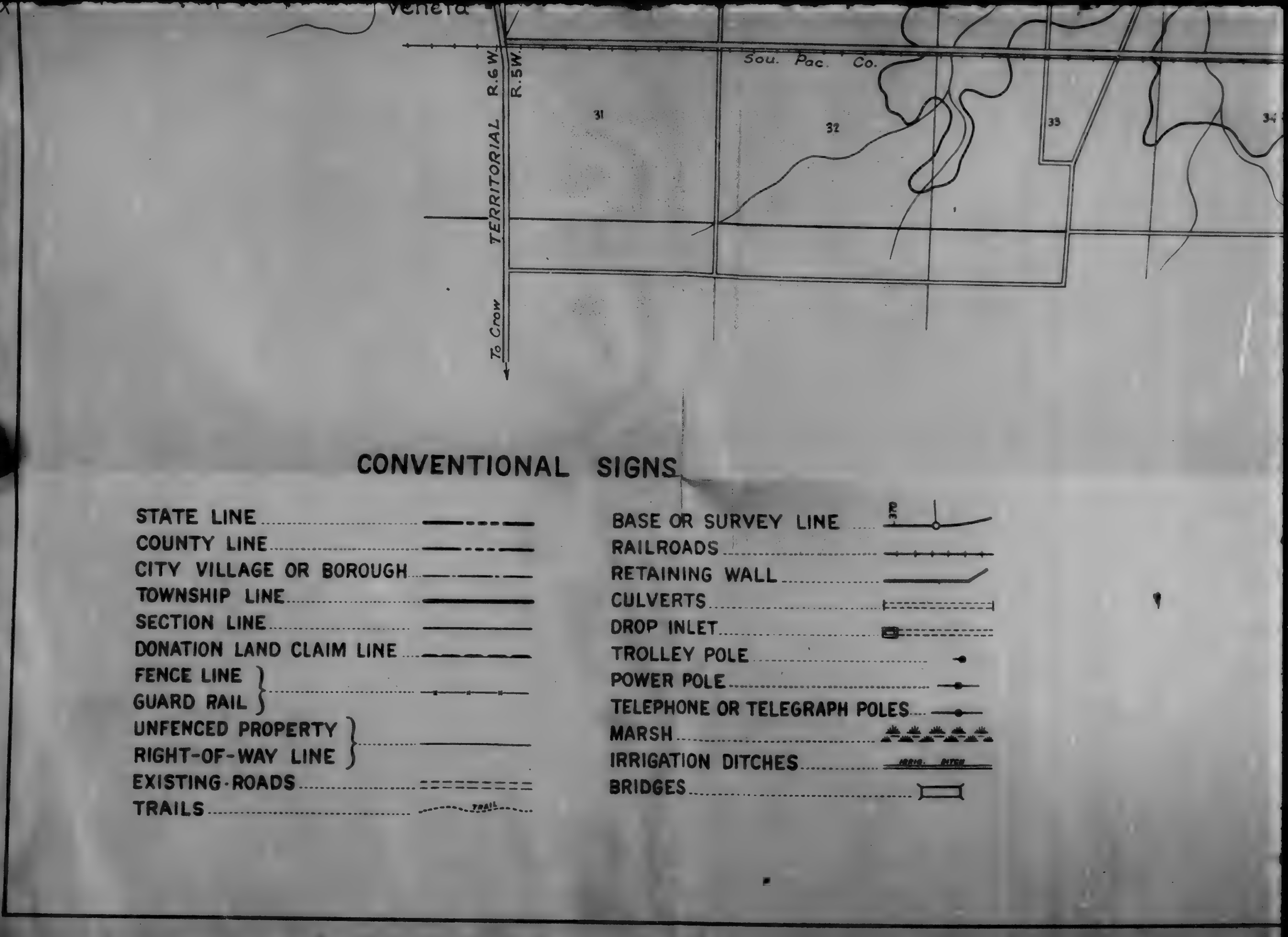
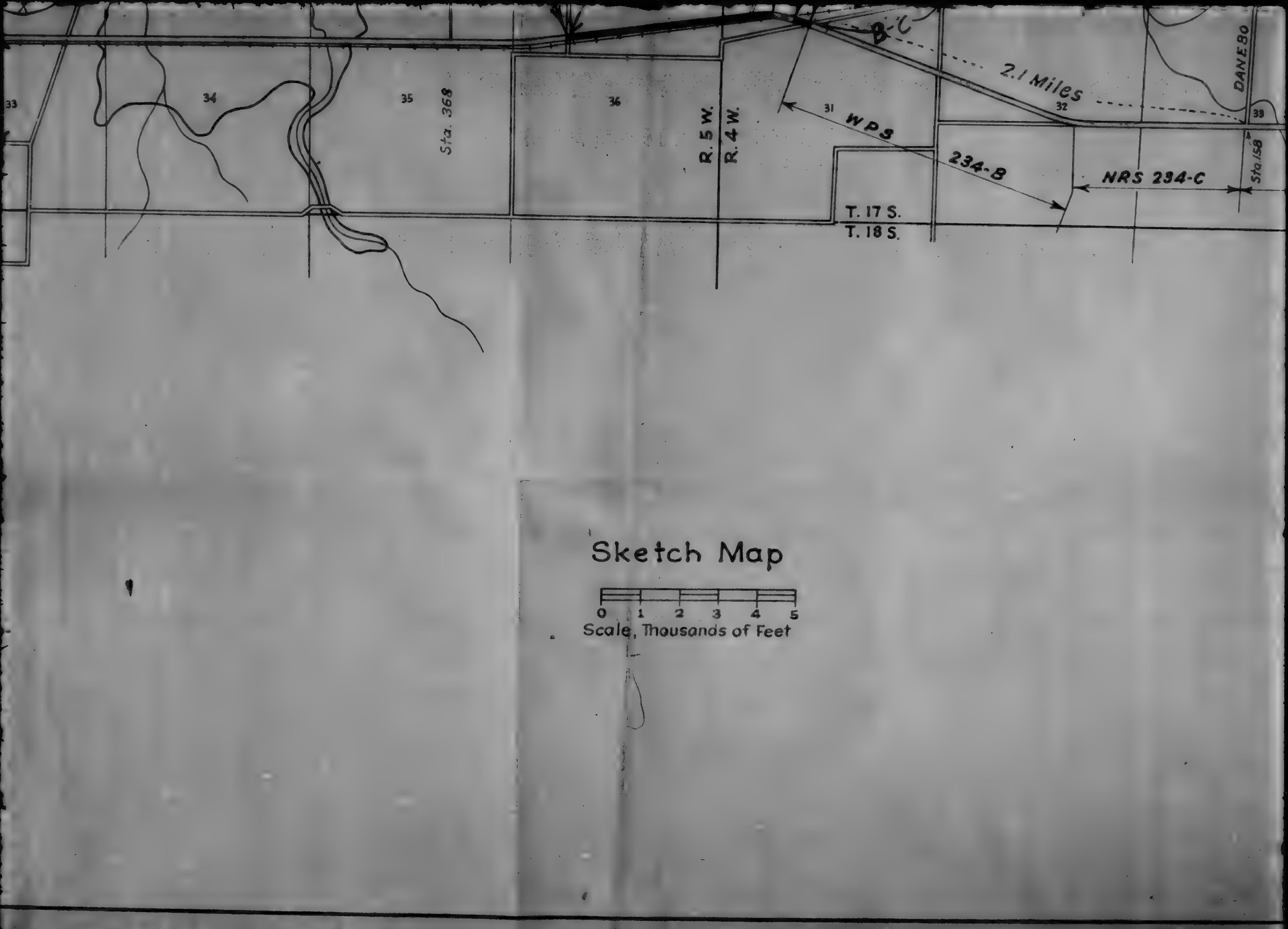
NRS - 234-A


Veneta
Sou. Pac. Co.
R.6W.
R.5W.
TERRITORIAL
To Crow
31
32
33
34
CONVENTIONAL SIGNS
STATE LINE
COUNTY LINE
CITY VILLAGE OR BOROUGH
TOWNSHIP LINE
SECTION LINE
DONATION LAND CLAIM LINE
FENCE LINE
GUARD RAIL
UNFENCED PROPERTY
RIGHT-OF-WAY LINE
EXISTING-ROADS
TRAILS
TRAIL
BASE OR SURVEY LINE
370
RAILROADS
RETAINING WALL
CULVERTS
DROP INLET
TROLLEY POLE
POWER POLE
TELEPHONE OR TELEGRAPH POLES
MARSH
IRRIGATION DITCHES
IRRIG. DITCH
BRIDGES



Sketch Map

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R. 5 W.
R. 4 W.
31
WPS
234-B
B-C
2.1 Miles
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DANE 80
33
T. 17 S.
T. 18 S.
NRS 234-C
Sta. 158
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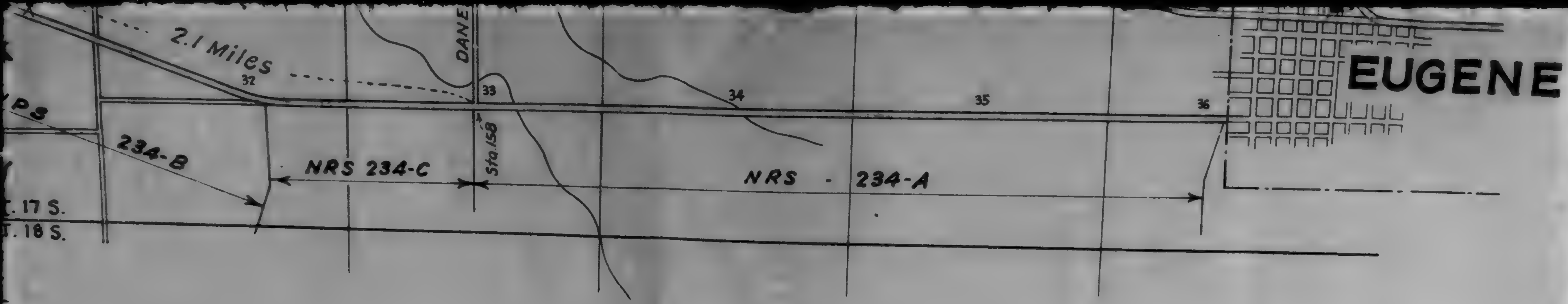
Scale, Thousands of Feet


2.1 Miles
PS
234-B
NRS 234-C
Sta. 158
DANE
NRS - 234-A
32
33
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35
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T. 17 S.
T. 18 S.
EUGENE

REGISTERED PROFESSIONAL ENGINEER
157
OREGON
NOV. 8, 1919
R. H. BALDOCK

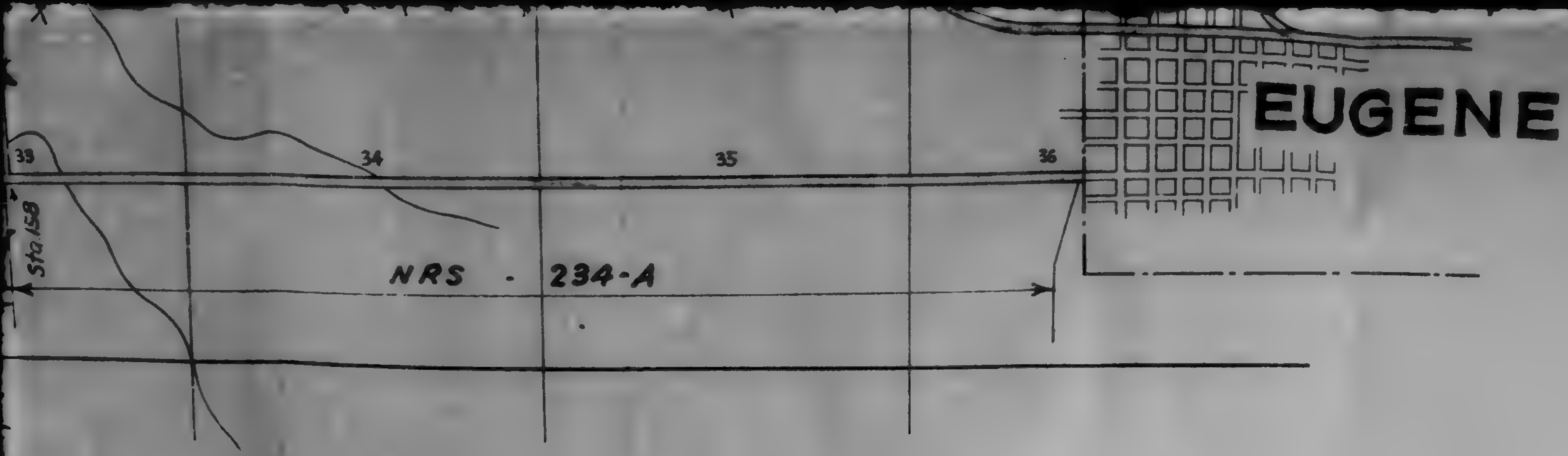
STATE HIGHWAY COMMISSION

HENRY F. CABELL,	Chairman
HURON W. CLOUGH,	Commissioner
HERMAN OLIVER,	Commissioner

RECOMMENDE

RECOMMENDED

APPROVED



STATE HIGHWAY ENGINEER

RECOMMENDED FOR APPROVAL

[redacted]

DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

RECOMMENDED FOR APPROVAL

[redacted]

CHIEF WESTERN REGION
PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

APPROVED

[redacted]

COMMISSIONER
PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

157
NOV. 8, 1919
R. H. BALDOCK

STATE HIGHWAY COMMISSION

HENRY F. CABELL,	Chairman
HURON W. CLOUGH,	Commissioner
HERMAN OLIVER,	Commissioner

SUMMARY

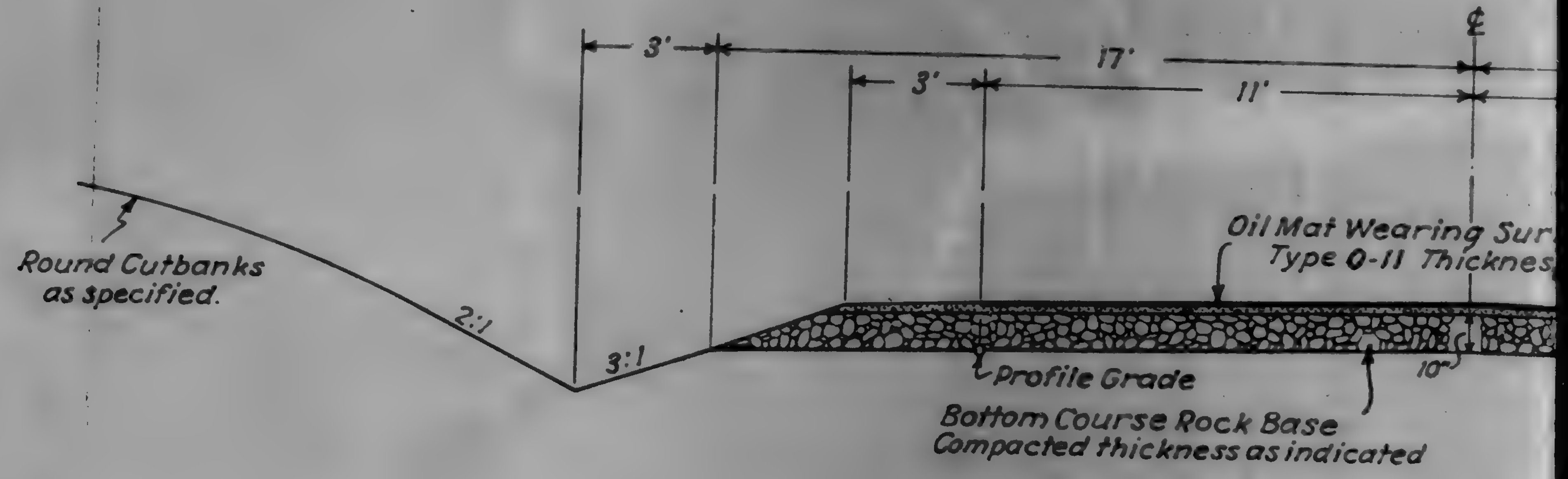
Total Length of Project 1.256 Miles.

ITEM	UNIT	NET QUANTITY	ALLOWANCE	TOTAL
Clearing and Grubbing	All	All	–	All
Structural Excavation, Unclassified	Cu. Yd.	93	7	100
Trench " "	" "	30	4	34
Borrow " " (Including Haul)	" "	24,995	2,505	27,500
General " "	" "	10,907	1,093	12,000
Short Overhaul	Yd. Sta.	38,994	4,006	43,000
Long "	C-Yd. Sta.	632	68	700
Rounding Cutbanks	Lin. Ft.	5,600	400	6,000
Finishing Roadbed and Slopes	Mile	1.26	–	1.26
12" Concrete Pipe	Lin. Ft.	186	14	200
18" " "	" "	160	20	180
30" " "	" "	45	5	50
Wood Sight Posts	One	20	–	20
3"-0" Material in Base	Cu. Yd	8,500	500	9,000

Total Length of Project 1.256 Miles.

UNIT	NET QUANTITY	ALLOWANCE	TOTAL
All	All	–	All
Cu.Yd.	93	7	100
" "	30	4	34
" "	24,995	2,505	27,500
" "	10,907	1,093	12,000
d.Sta.	38,994	4,006	43,000
Yd.Sta.	632	68	700
in.Ft.	5,600	400	6,000
Mile	1.26	–	1.26
in.Ft.	186	14	200
"	160	20	180
"	45	5	50
One	20	–	20
u.Yd	8,500	500	9,000

Round Cutbanks as specified.

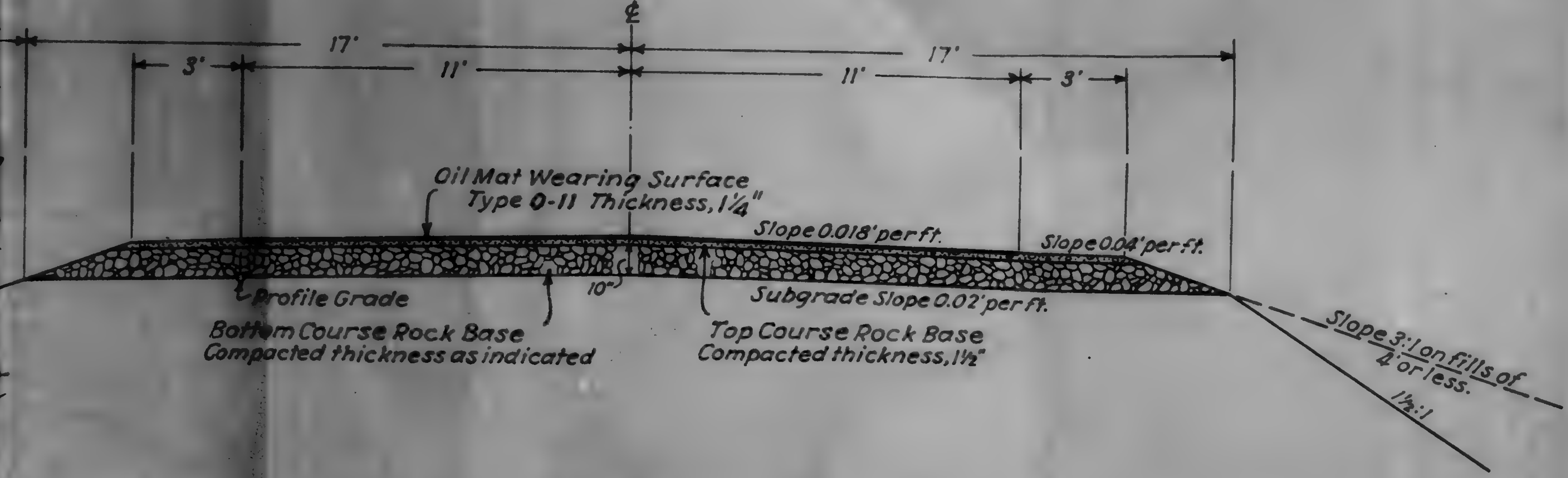

3'
17'
3'
11'
℄
Round Cutbanks as specified.
2:1
3:1
Oil Mat Wearing Sur
Type O-11 Thicknes
Profile Grade
10"
Bottom Course Rock Base Compacted thickness as indicated

TYPICAL SEC

3V-7-1

5

FISHER ROAD - OAK HILL SECTION RICHARDSON - EUGENE HIGHWAY LANE COUNTY				SHEET No. 2
FED. ROAD DIST. No.	STATE	PROJECT No.	FISCAL YEAR	TOTAL SHEETS
1	OREGON	S-234 (5)		See Index


℄
17'
17'
3'
11'
11'
3'
Oil Mat Wearing Surface
Type O-11 Thickness, 1¼"
Slope 0.018' per ft.
Slope 0.04' per ft.
Profile Grade
10"
Subgrade Slope 0.02' per ft.
Bottom Course Rock Base
Compacted thickness as indicated
Top Course Rock Base
Compacted thickness, 1½"
Slope 3:1 on fills of
4' or less.
1½:1

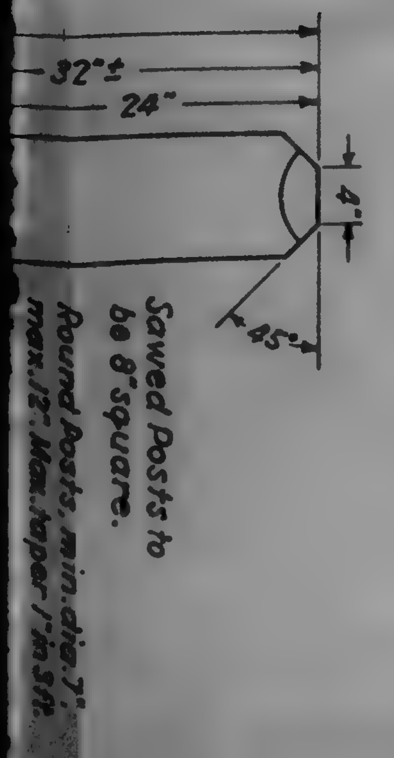
TYPICAL SECTION

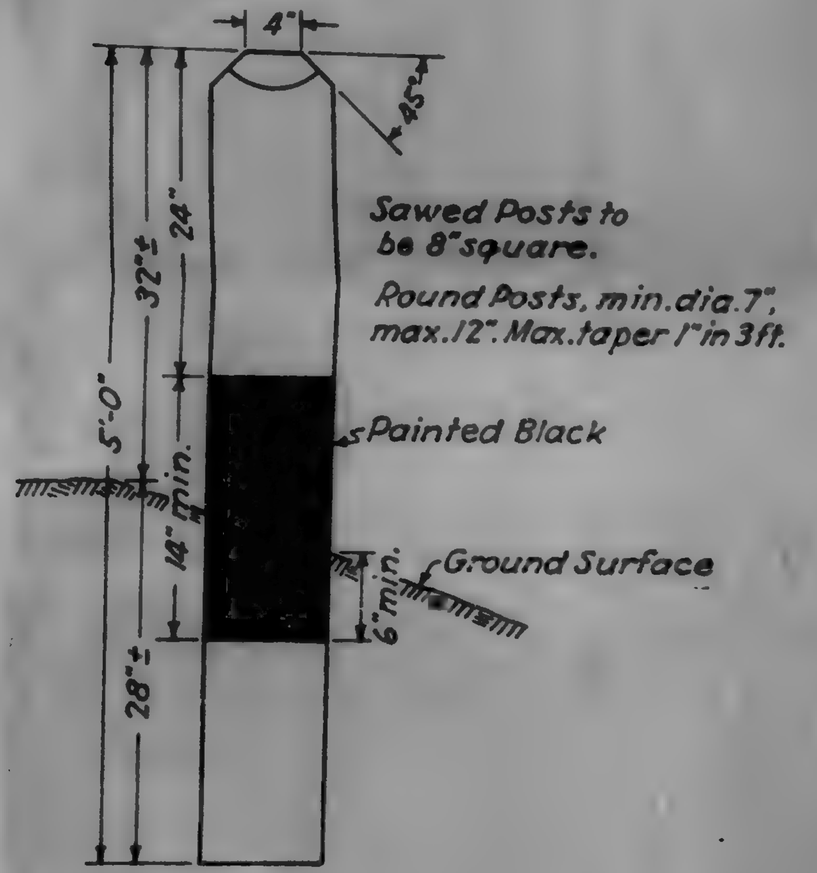
Finishing Roadbed and Slopes	Mile	1.26	–	1.26
12" Concrete Pipe	Lin. Ft.	186	14	200
18" " "	" "	160	20	180
30" " "	" "	45	5	50
Wood Sight Posts	One	20	–	20
3"-0" Material in Base	Cu. Yd	8,500	500	9,000
¾"-0" Material in Base	Cu. Yd	1,170	130	1,300
Sprinkling	M-Gals.	80	20	100
Preparation of Base	Mile	1.26	–	1.26
Furnishing and Placing Aggregates	Cu. Yd.	918	52	970
" " " RC-3 Asphalt	"	29	3	32
" " " 151 - 200 "	"	77	7	84
" " " RT-4 Tar	"	35	3	38
" " " RT-9 "	"	92	8	100

Alterna

	1.26	–	1.26
	186	14	200
	160	20	180
	45	5	50
	20	–	20
d	8,500	500	9,000
d	1,170	130	1,300
als.	80	20	100
e	1.26	–	1.26
d.	918	52	970
	29	3	32
	77	7	84
	35	3	38
	92	8	100

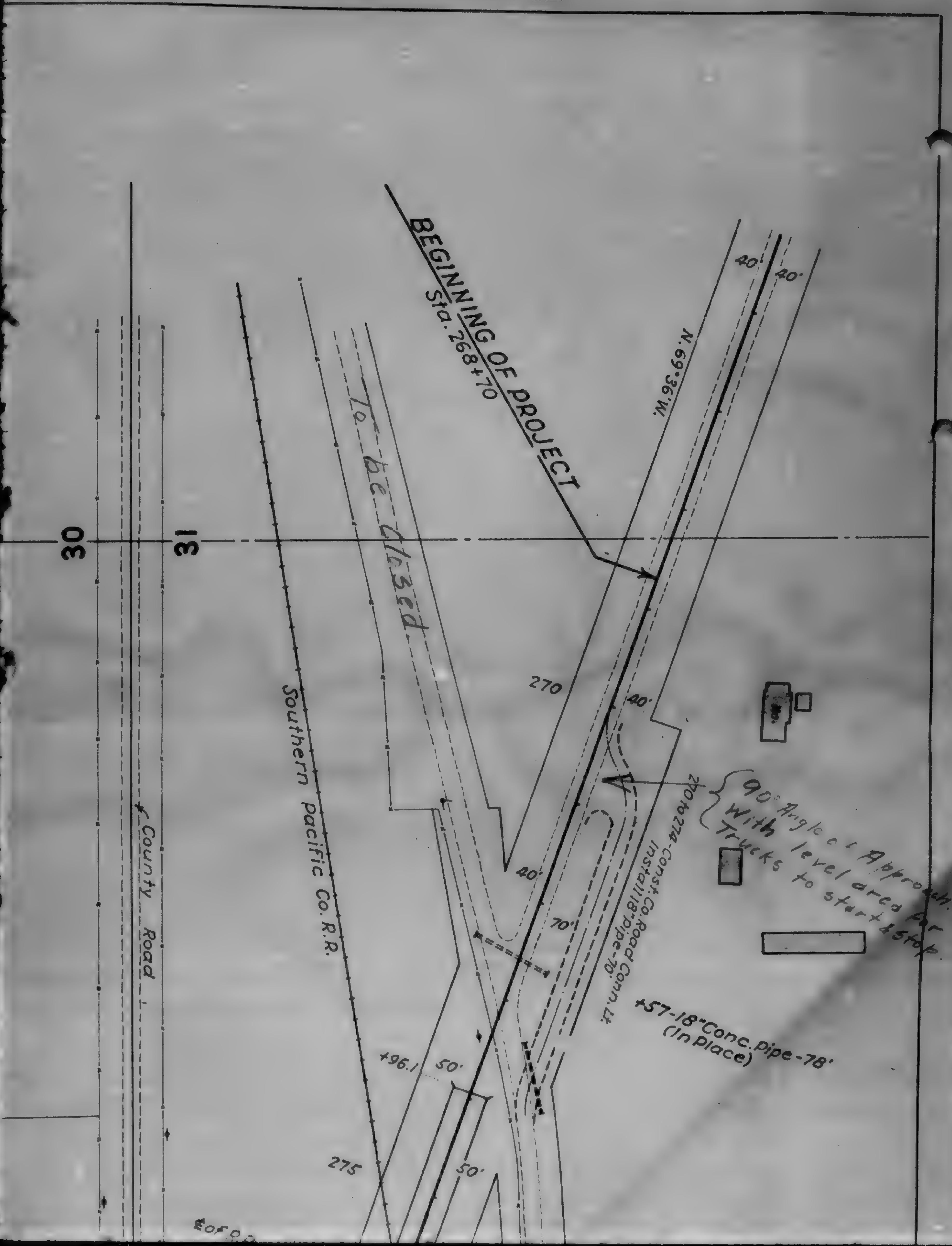
Alternates

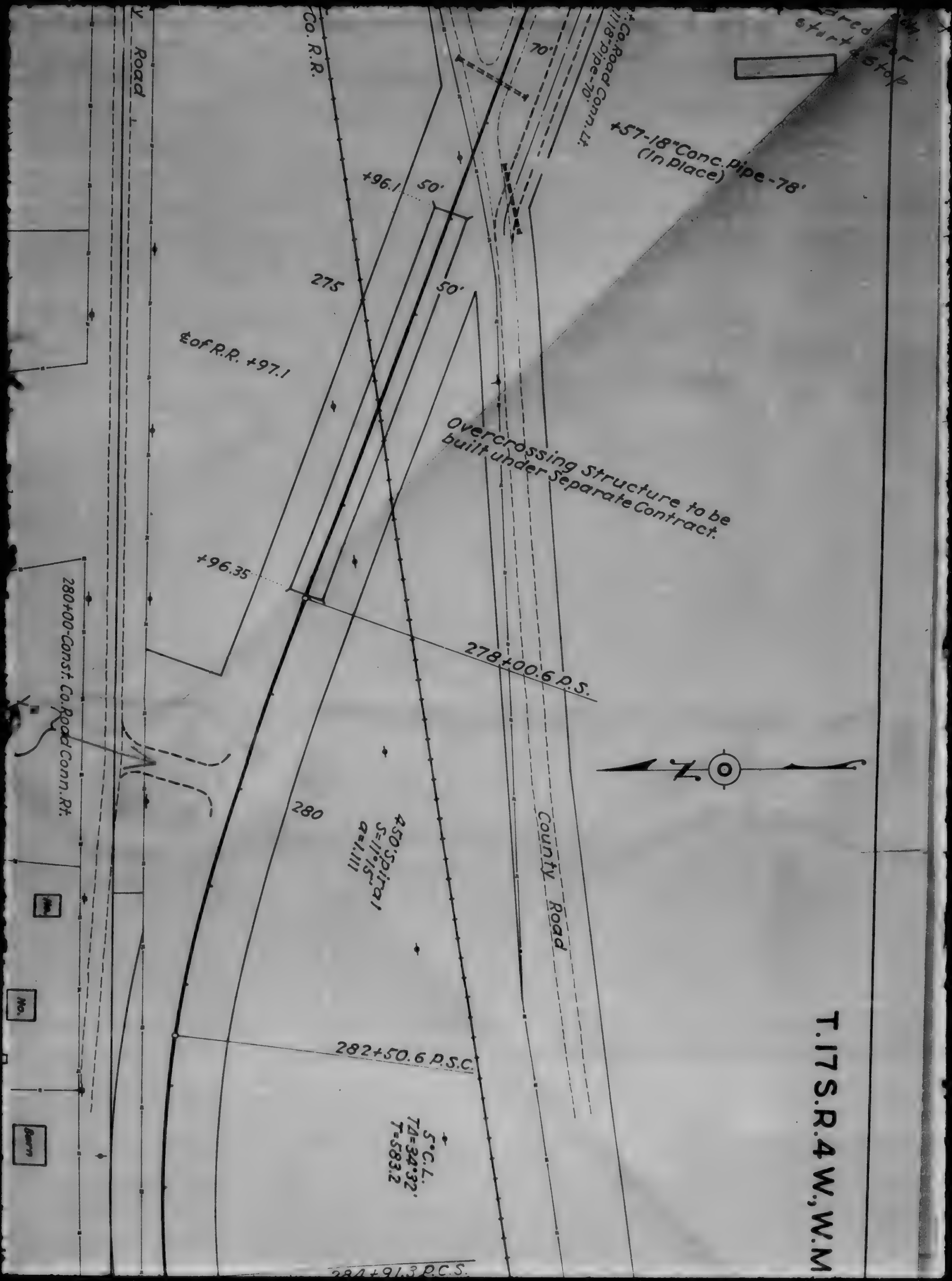

32"±
24"
4"
45°
Sawed Posts to be 8" square.
Round Posts, min. dia. 7", max. 12". Max. taper 1" in 5 ft.

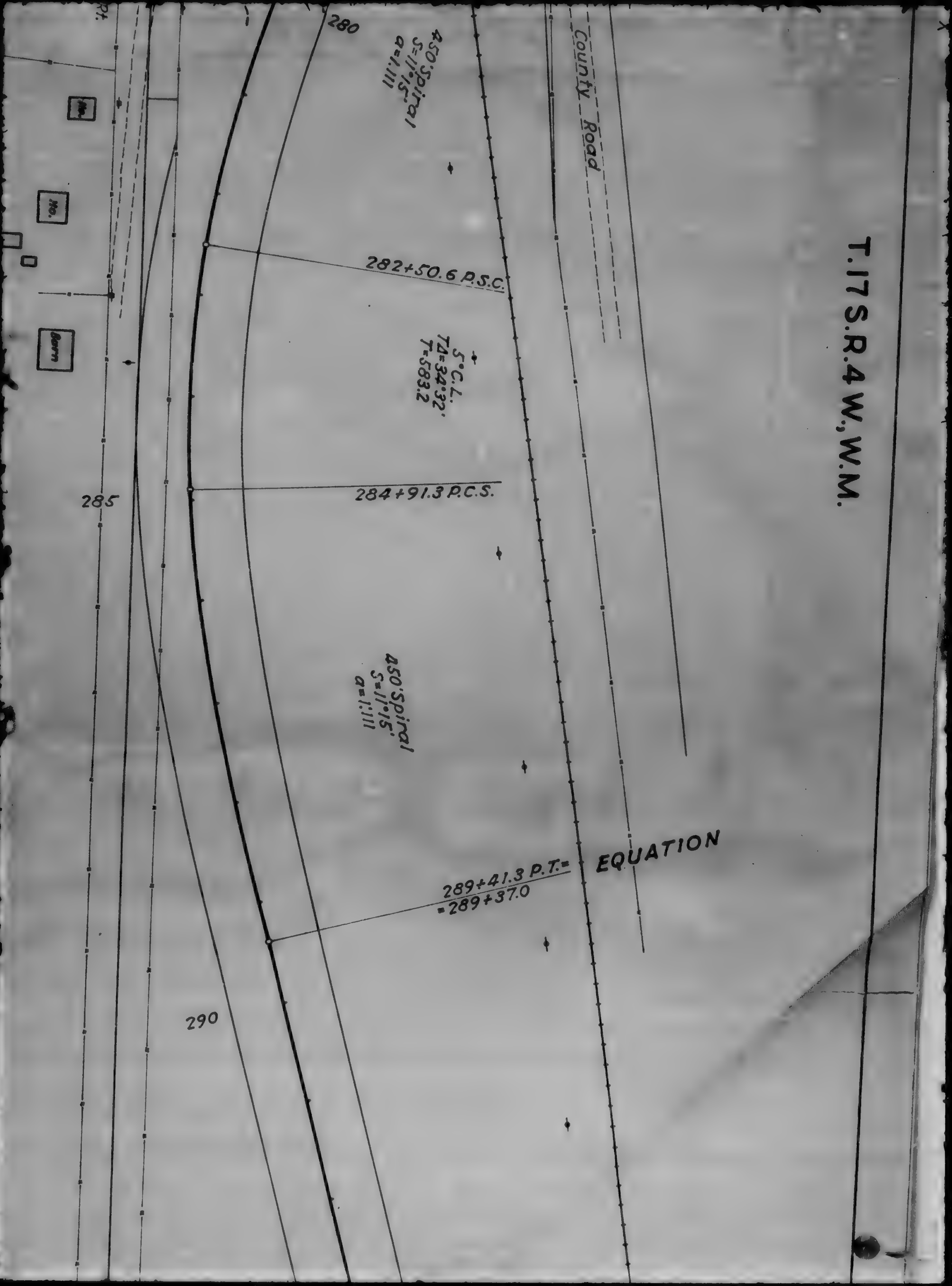

4"
45°
5'-0"
32"±
24"
14" min.
28"±
6" min.
Sawed Posts to be 8" square.
Round Posts, min. dia. 7", max. 12". Max. taper 1" in 3 ft.
Painted Black
Ground Surface

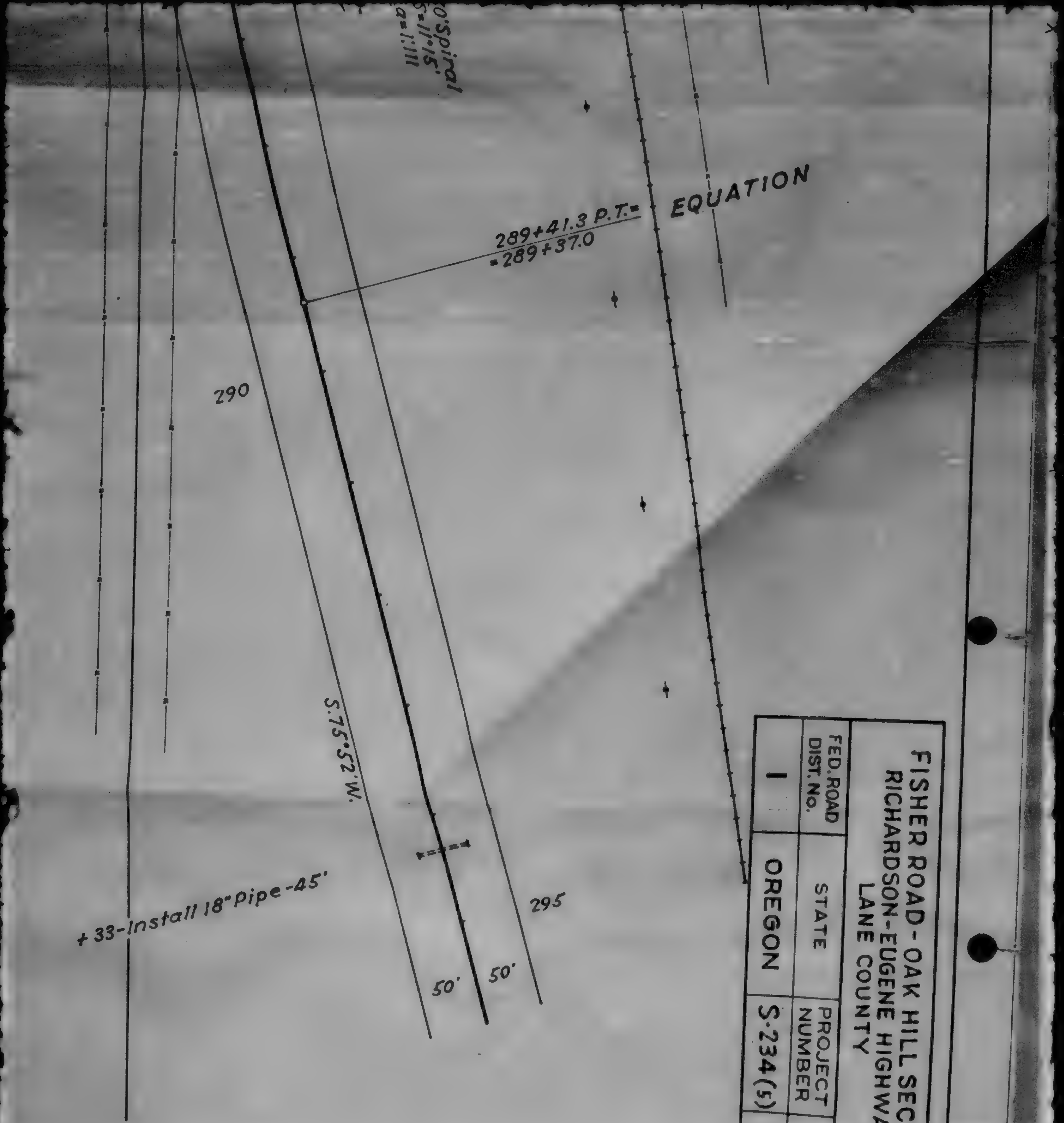
WOOD SIGHT POST

SURVEY	PLOTTED
NOTE BOOK	TEMPLATE
	AREAS
NO.	AREAS CHECKED


BEGINNING OF PROJECT
Sta. 268+70
N.69°36'W.
40'
40'
To be Closed
30
31
270
40'
40'
70'
Southern Pacific Co. R.R.
County Road
270 to 274-Const. Co. Road Conn. Lt.
Install 18" Pipe-70'
90° Angle c s Approach
With level area for
Trucks to start & stop.
+57-18" Conc. pipe-78'
(In Place)
+96.1
50'
50'
275
℄ of R.R.


Road
Co. R.R.
Co. Road Conn. Lt.
18" Pipe - 70'
70'
+57 - 18" Conc. Pipe - 78'
(In Place)
start & stop
+96.1
50'
275
50'
℄ of R.R. +97.1
Overcrossing Structure to be
built under Separate Contract.
+96.35
278+00.6 P.S.
280+00 - Const. Co. Road Conn. Rt.
280
450' Spiral
S = 11°15'
a = 1.111
County Road
No.
No.
Barn
282+50.6 P.S.C.
5° C.L.
TΔ = 34°32'
T = 583.2
284+91.3 P.C.S.
T.17S.R.4W.,W.M.


280
450' Spiral
S=11°15'
a=1.111
County Road
No.
No.
Barn
282+50.6 P.S.C.
5° C.L.
TΔ=34°32'
T=583.2
284+91.3 P.C.S.
285
450' Spiral
S=11°15'
a=1.111
289+41.3 P.T.=
=289+37.0
EQUATION
290
T.17 S.R.4 W.,W.M.


0' Spiral
S=11°15'
a=1:111
289+41.3 P.T.=
=289+37.0
EQUATION
290
S.75°52'W.
+33-Install 18" Pipe-45'
295
50'
50'

FISHER ROAD - OAK HILL SECTION RICHARDSON-EUGENE HIGHWAY LANE COUNTY				SHEET No. 3
FED. ROAD DIST. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
1	OREGON	S-234(5)		See Index

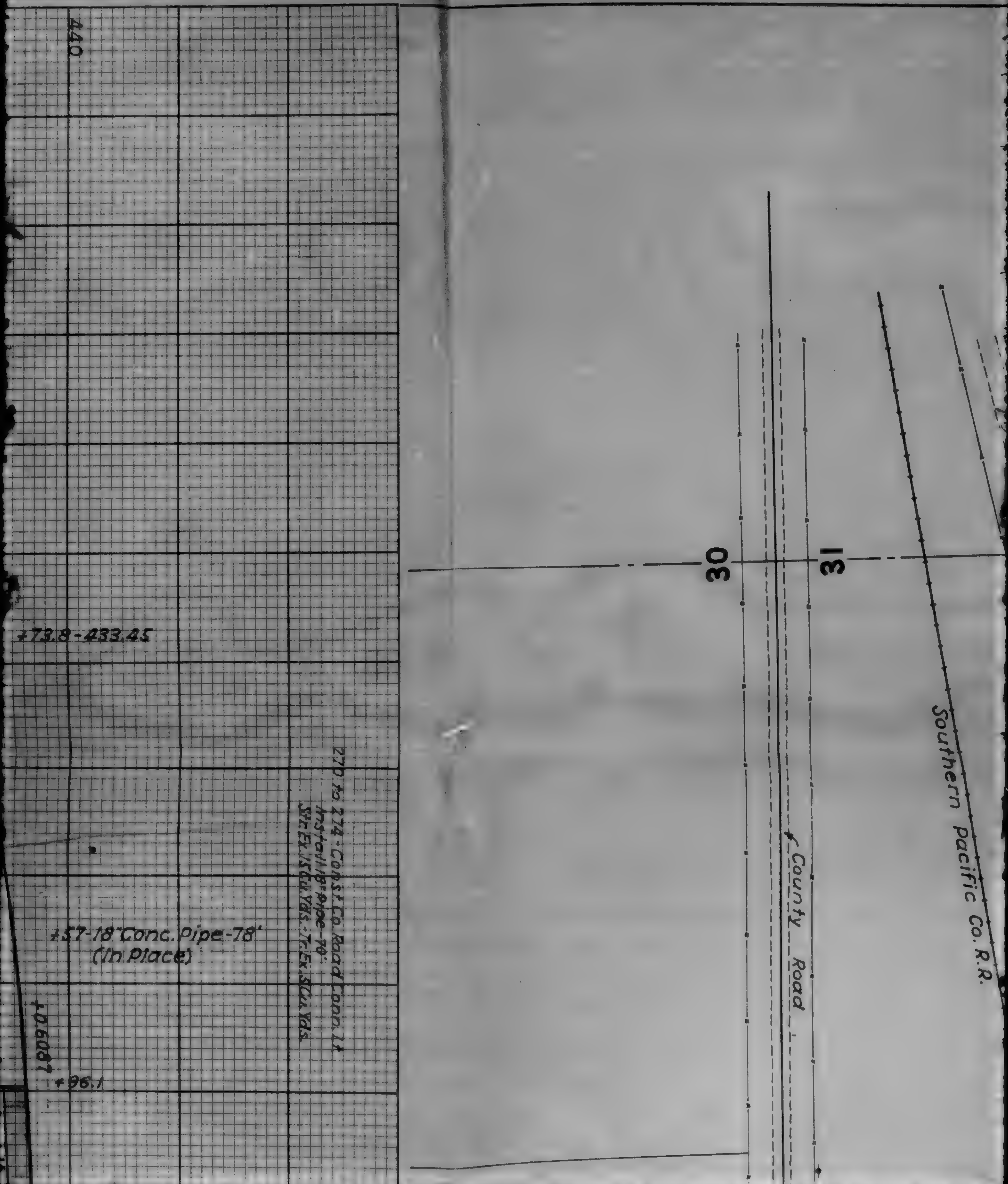
5

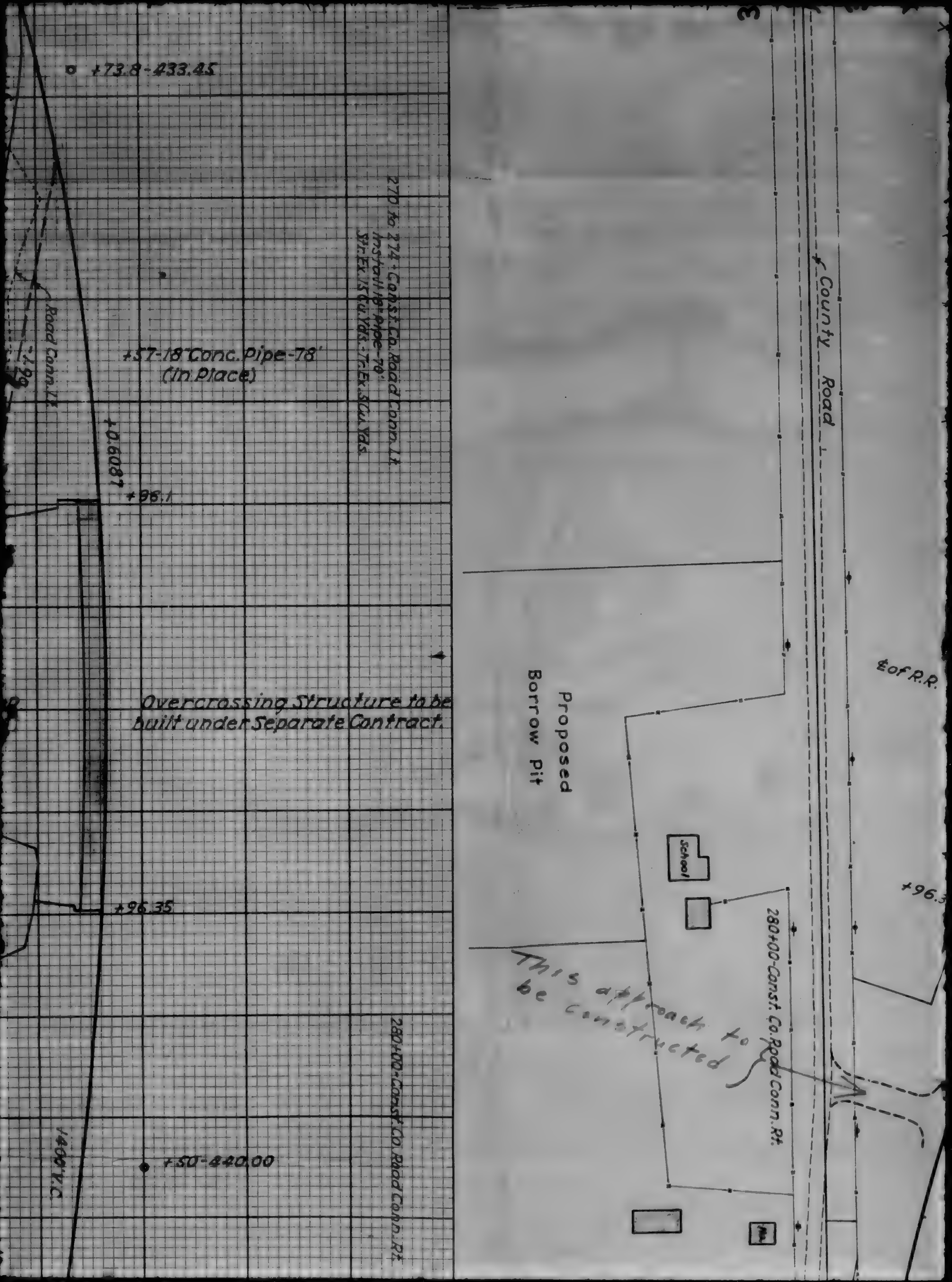
BY	DATE

FINAL SURVEY

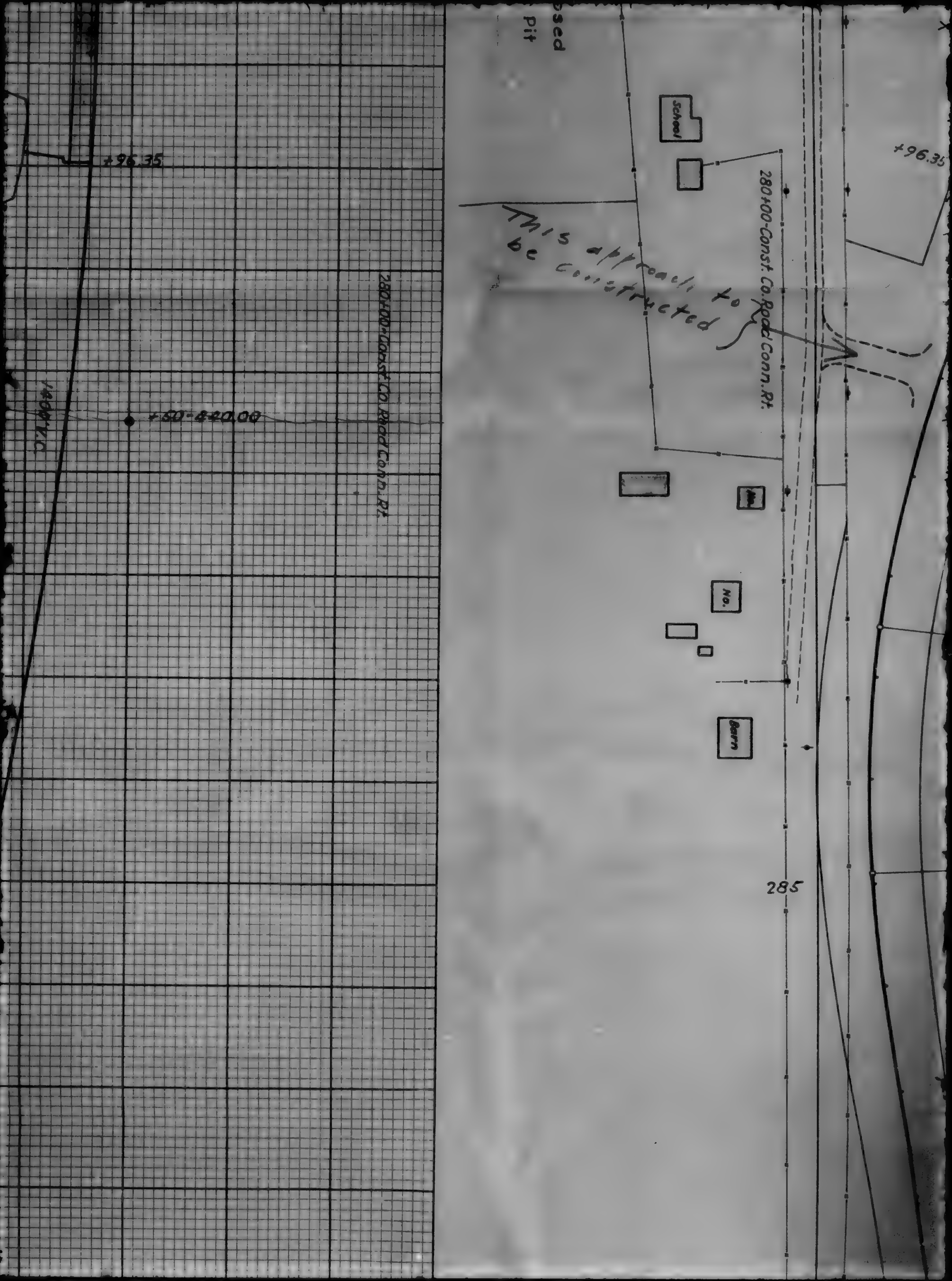
NOTE BOOK NO.

SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

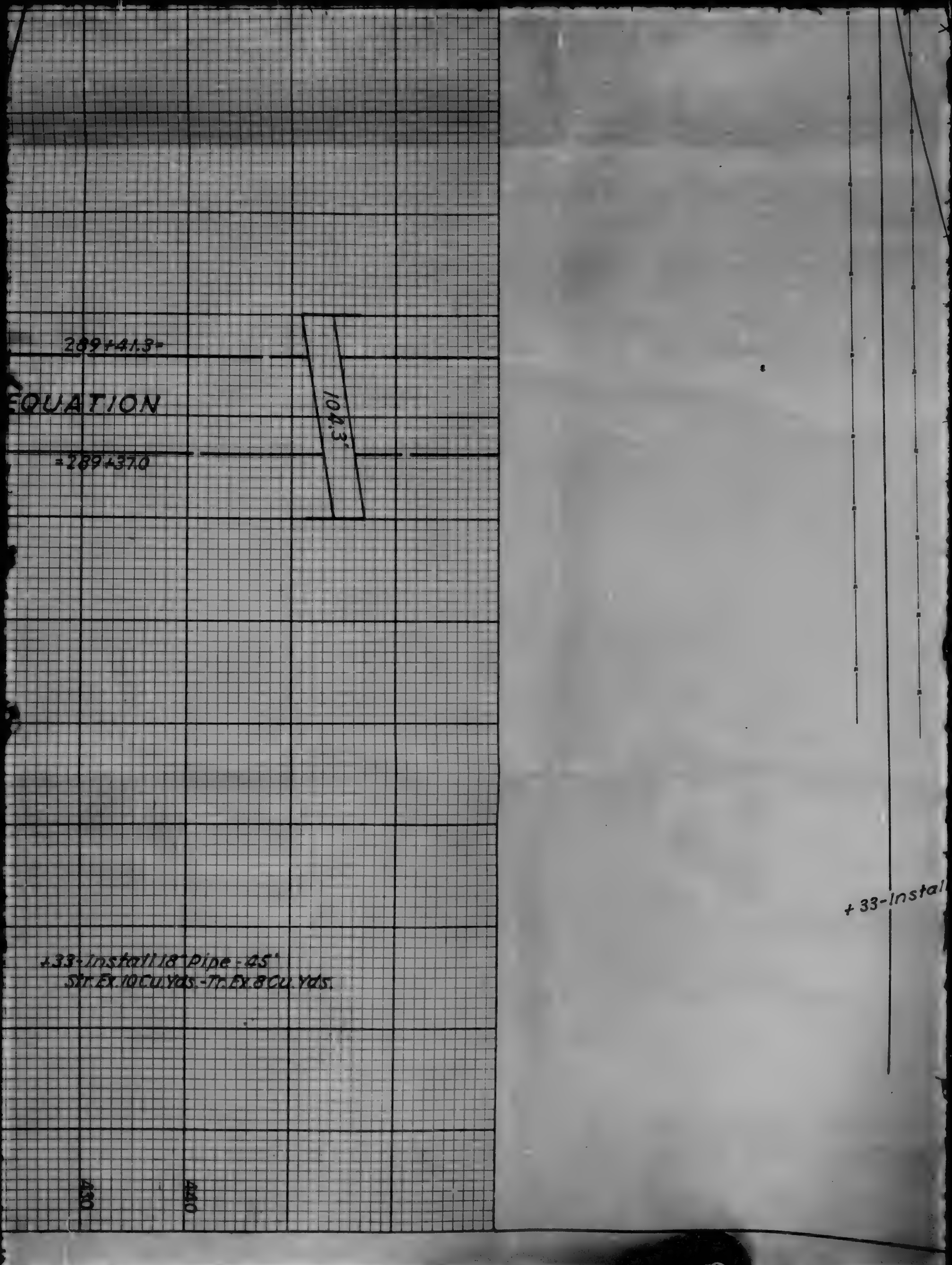

440
+73.8-433.45
+57-18"Conc. Pipe-78'
(In Place)
270 to 274 - Const. Co. Road Conn. Lt.
Install 18" Pipe-70'
Str. Ex. 15 Cu. Yds. - Tr. Ex. 5 Cu. Yds.
+0.6087
+96.1
30
31
℄ County Road
Southern Pacific Co. R.R.



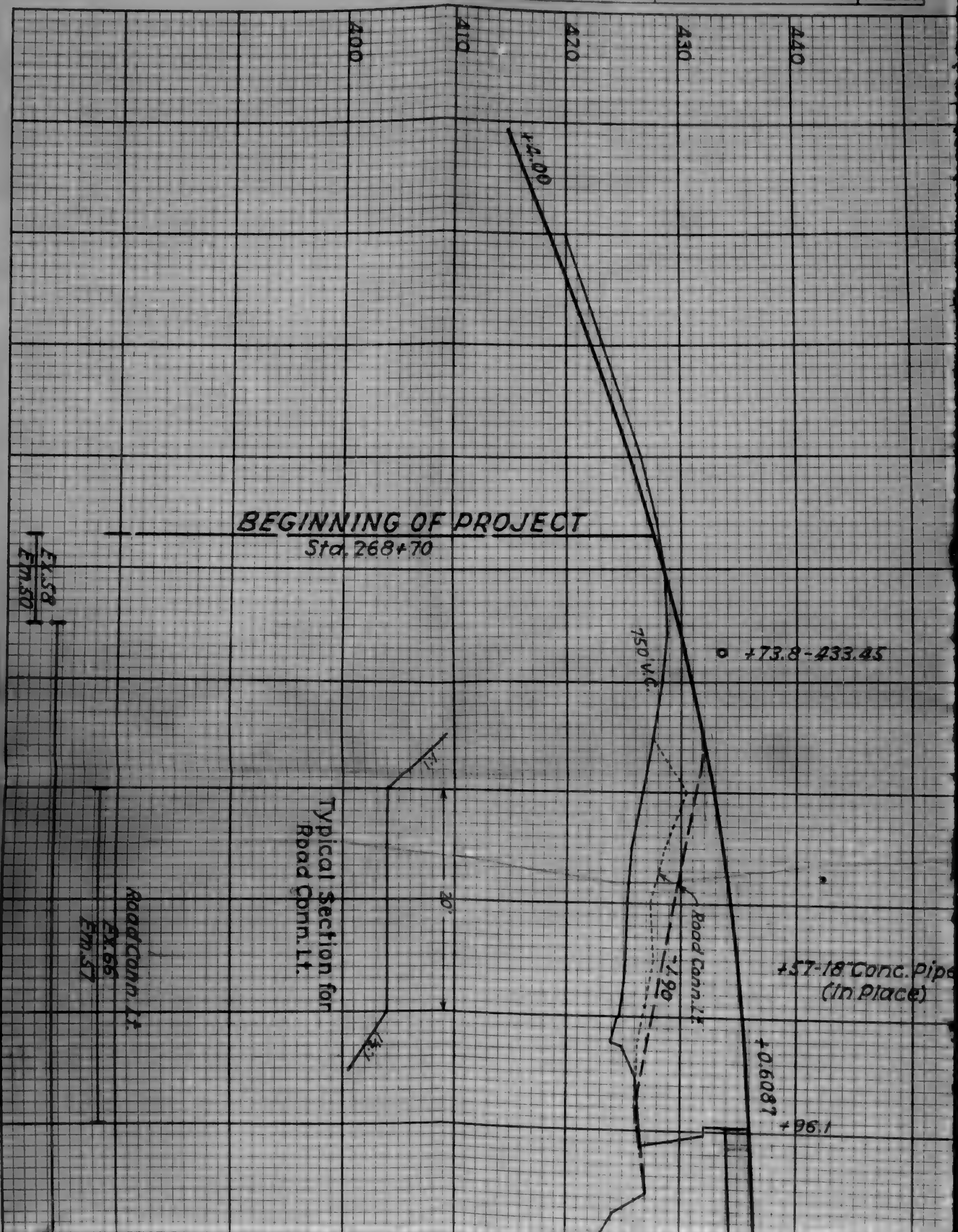
+73.8-433.45
270 to 274-Const. Co. Road Conn. Lt.
Install 18" Pipe-78'
Str. Ex. 15 Cu. Yds. - Tr. Ex. 5 Cu. Yds.
Road Conn. Lt.
+57-18" Conc. Pipe-78'
(In Place)
+0.6087
+96.1
Overcrossing Structure to be built under Separate Contract.
+96.35
280+00-Const. Co. Road Conn. Rt.
+50-440.00
400' V.C.
℄ County Road
℄ of R.R.
Proposed
Borrow Pit
School
+96.3
280+00-Const. Co. Road Conn. Rt.
This approach to be constructed

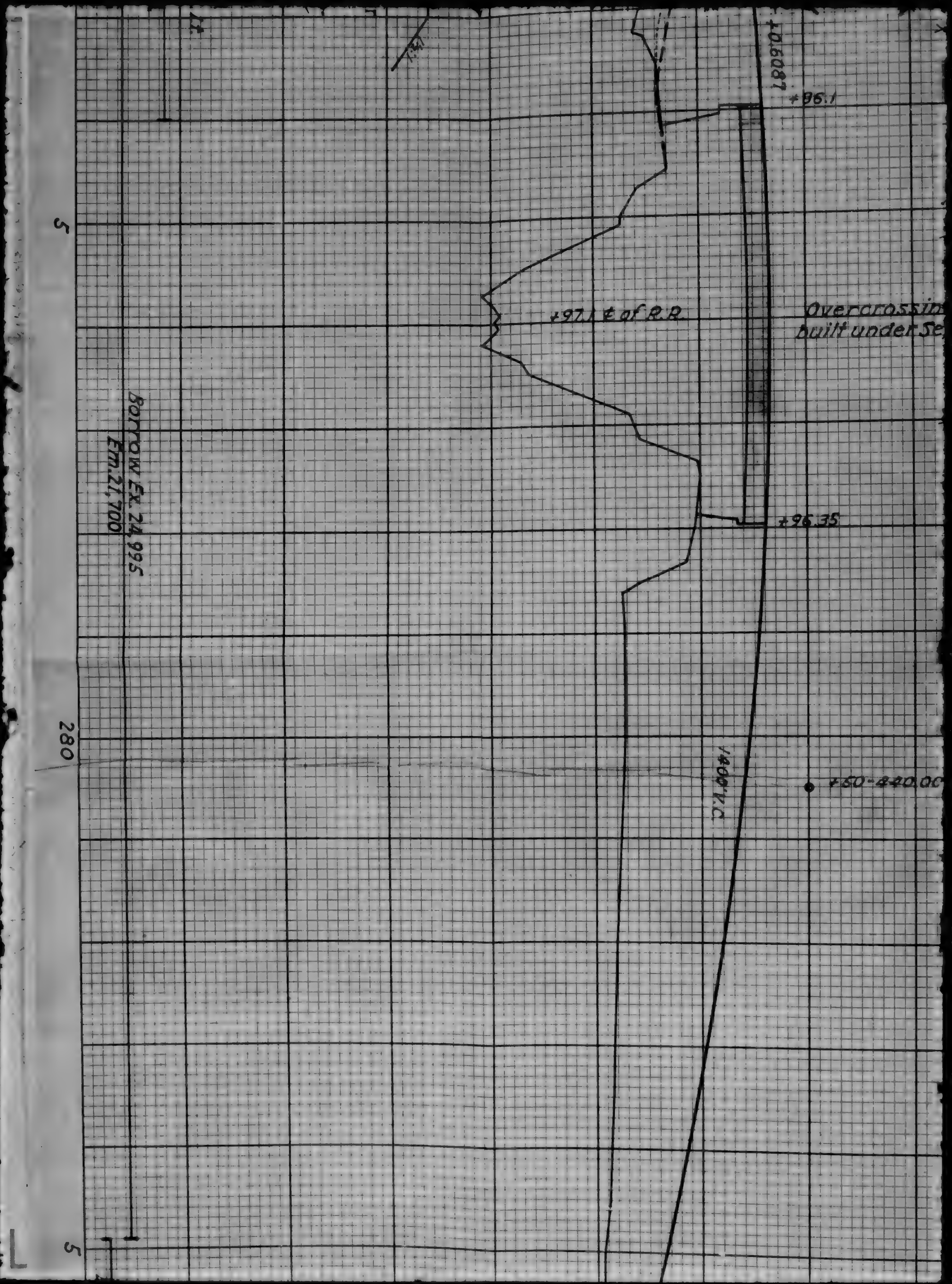

osed
Pit
School
+96.35
280+00-Const. Co. Road Conn. Rt.
No.
No.
Barn
285
+96.35
280+00-Const. Co. Road Conn. Rt.
+50-820.00
1400' V.C

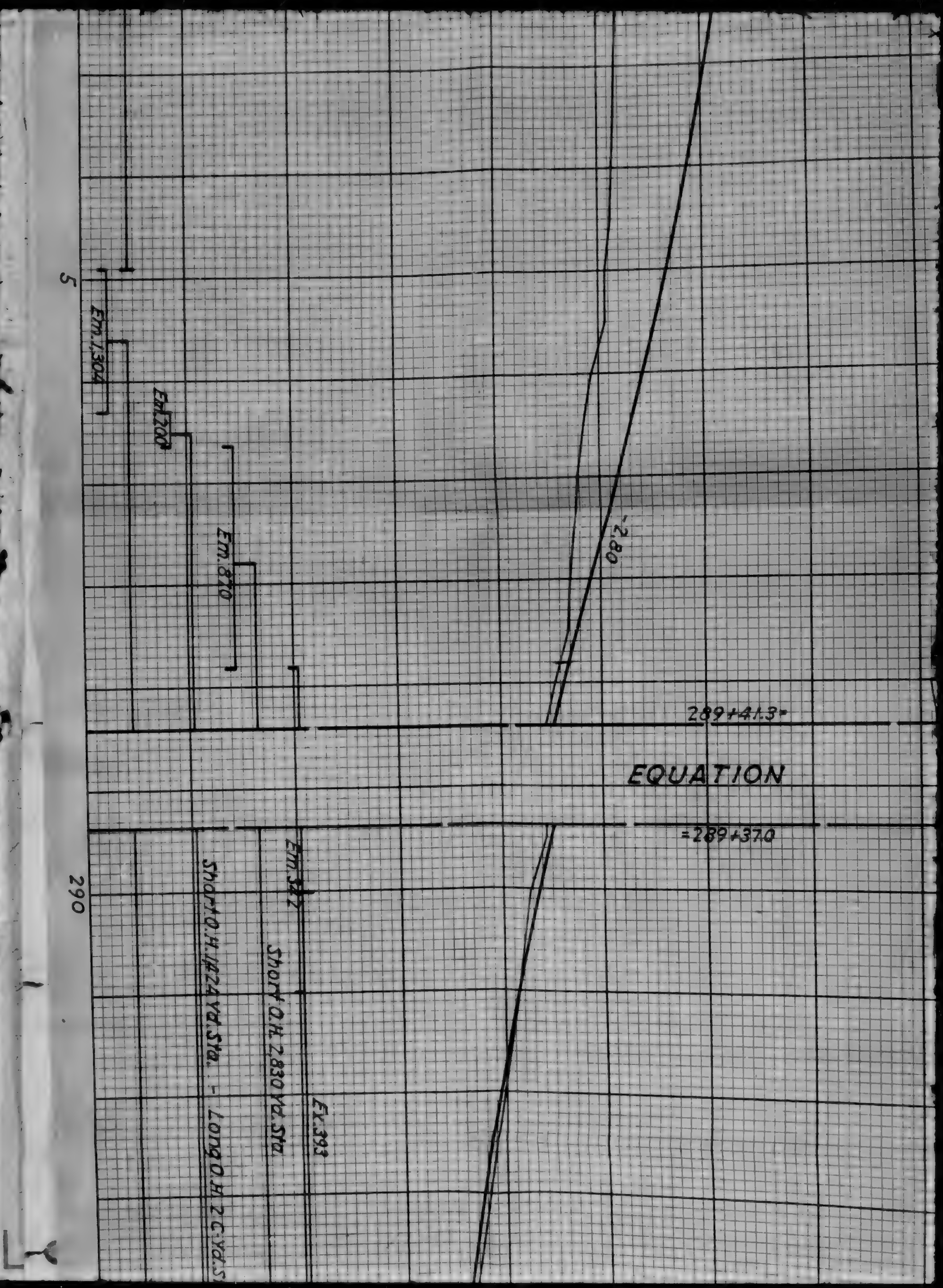
This approach to be constructed

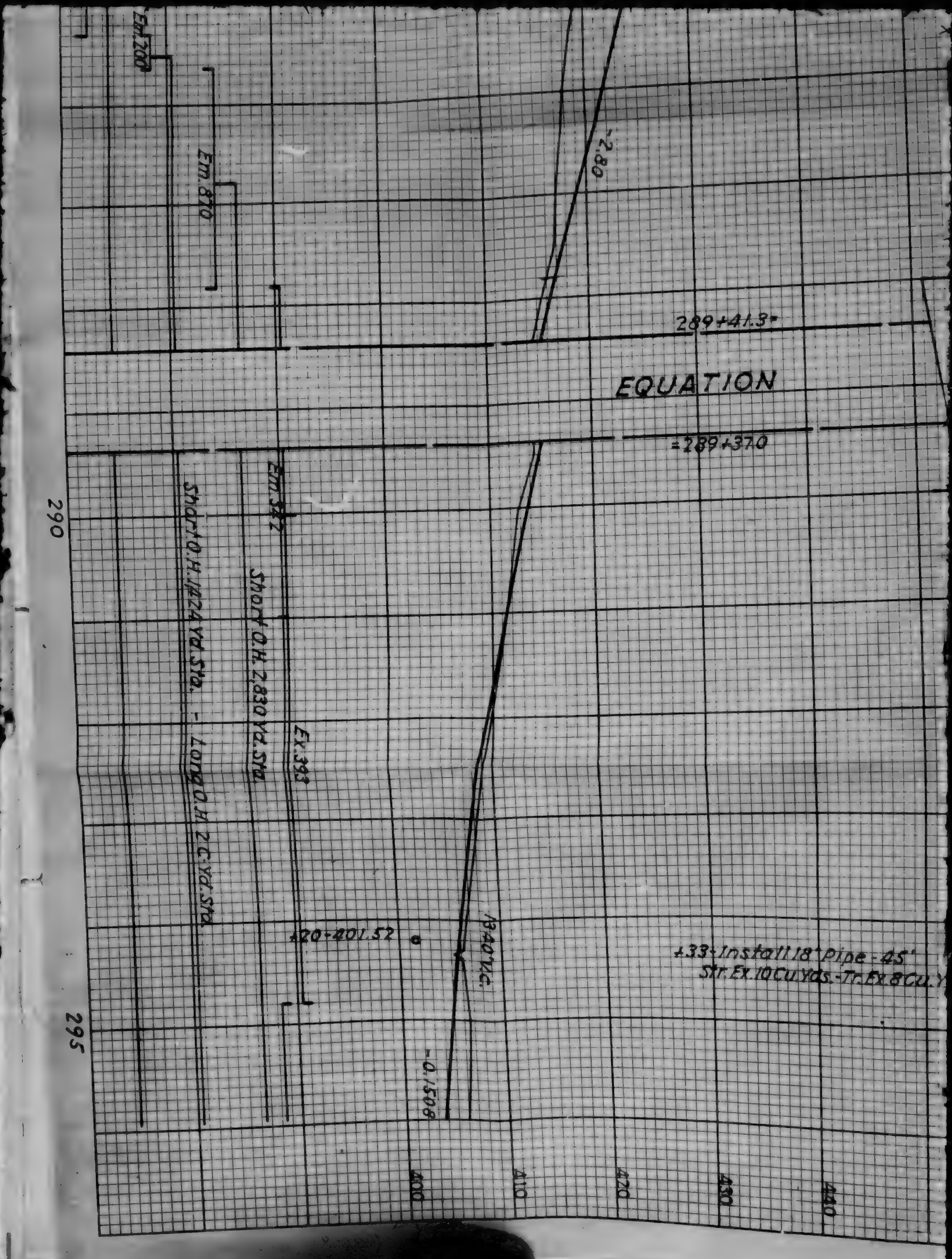

289+41.3=
EQUATION
=289+37.0
104.3'
+33-Install 18" Pipe-45'
Str.Ex.10Cu.Yds.-Tr.Ex.8Cu.Yds.
430
440
+33-Install

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
NO.	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

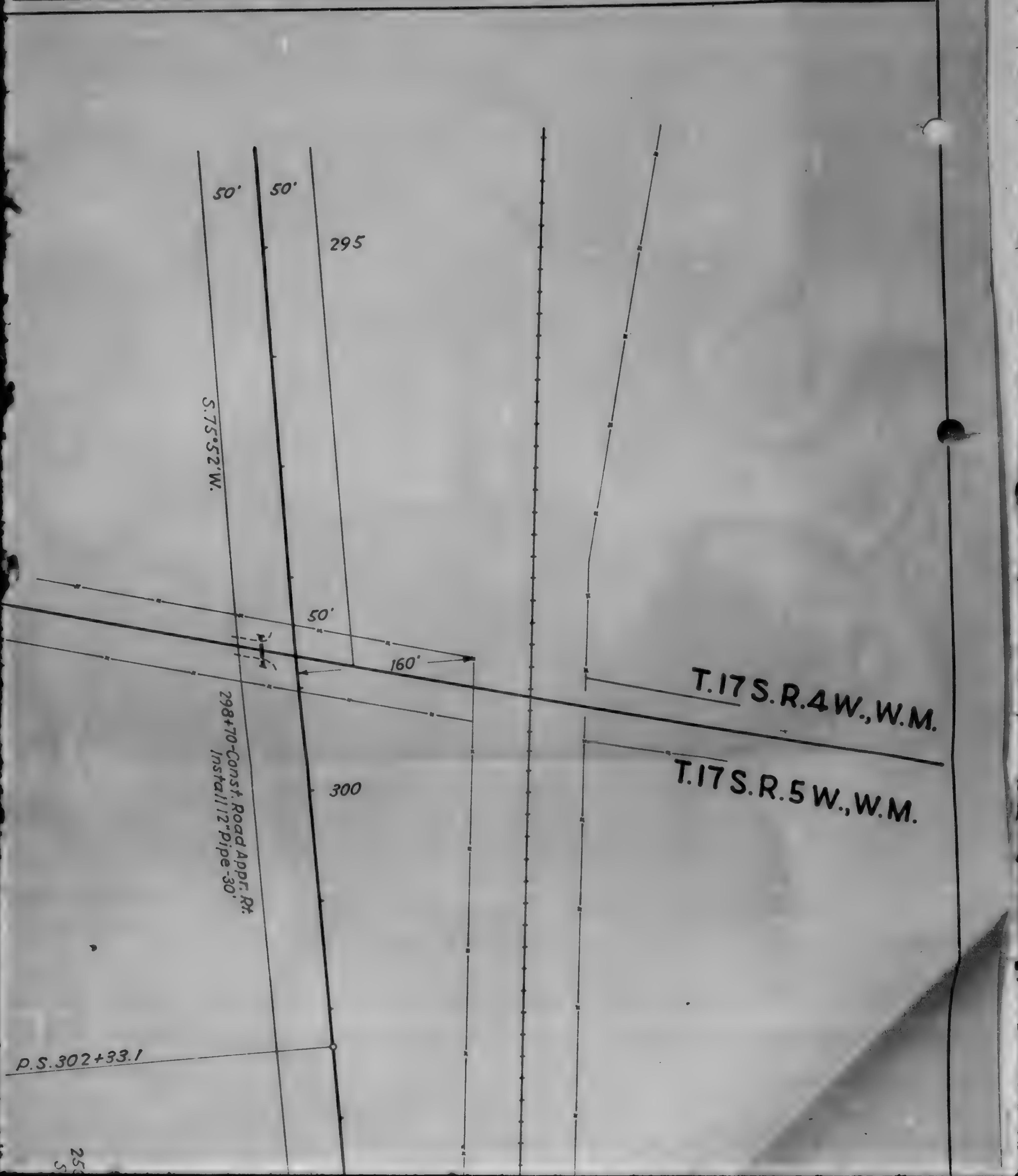

400
410
420
430
440
+4.00
BEGINNING OF PROJECT
Sta. 268+70
Ex.58
Em.50
270
750' V.C.
+73.8-433.45
1:1
20'
Typical Section for Road Conn. Lt.
3:1
Road Conn. Lt.
Ex.66
Em.57
Road Conn. Lt.
-1.90
+57-18" Conc. Pipe
(In Place)
+0.6087
+96.1

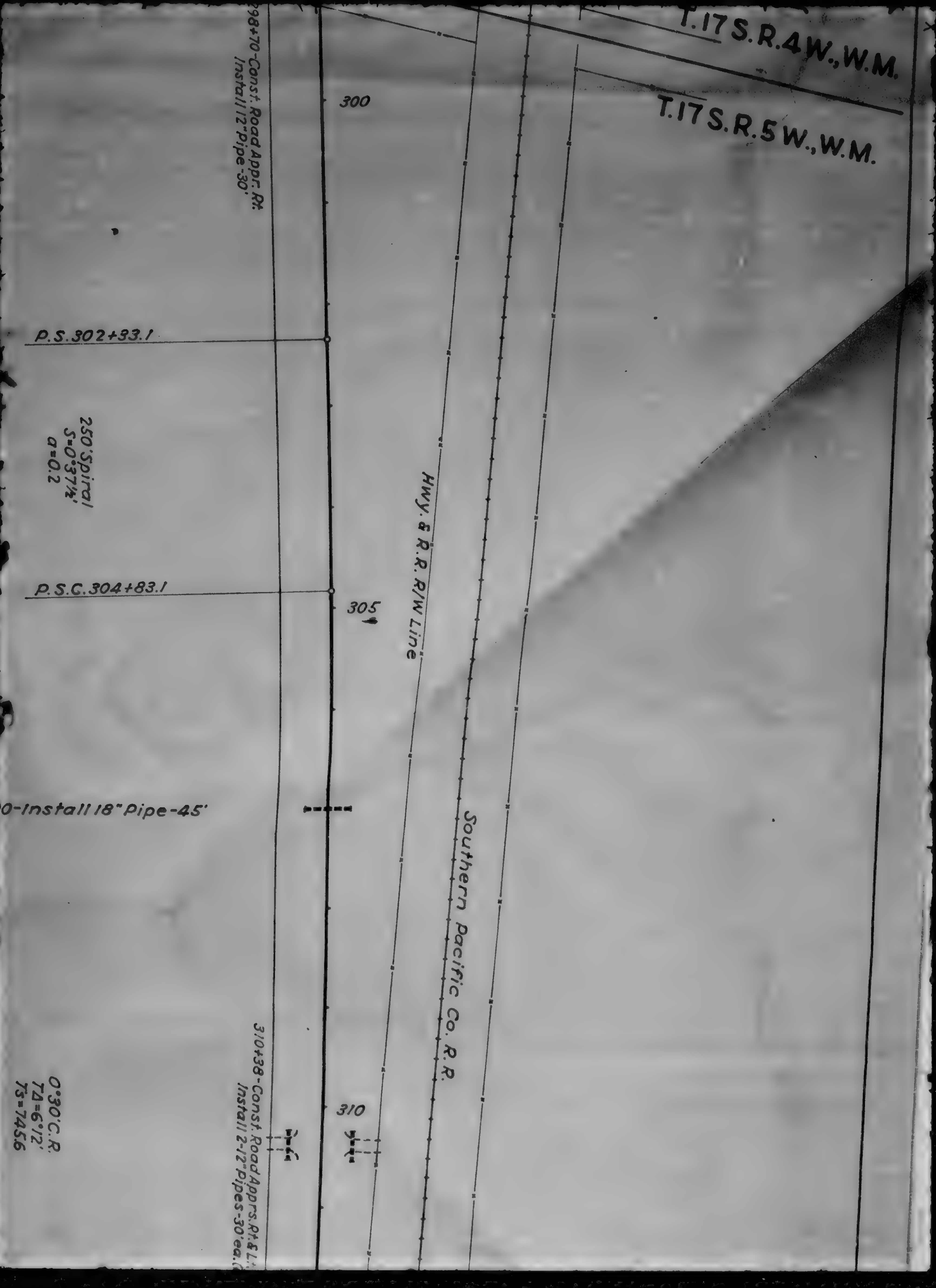

+0.6087
+96.1
5
+97.1 ℄ of R.R.
Overcrossin
built under Se
Borrow Ex. 24,995
Em. 21,700
+96.35
280
1400' V.C.
+50-440.00
5

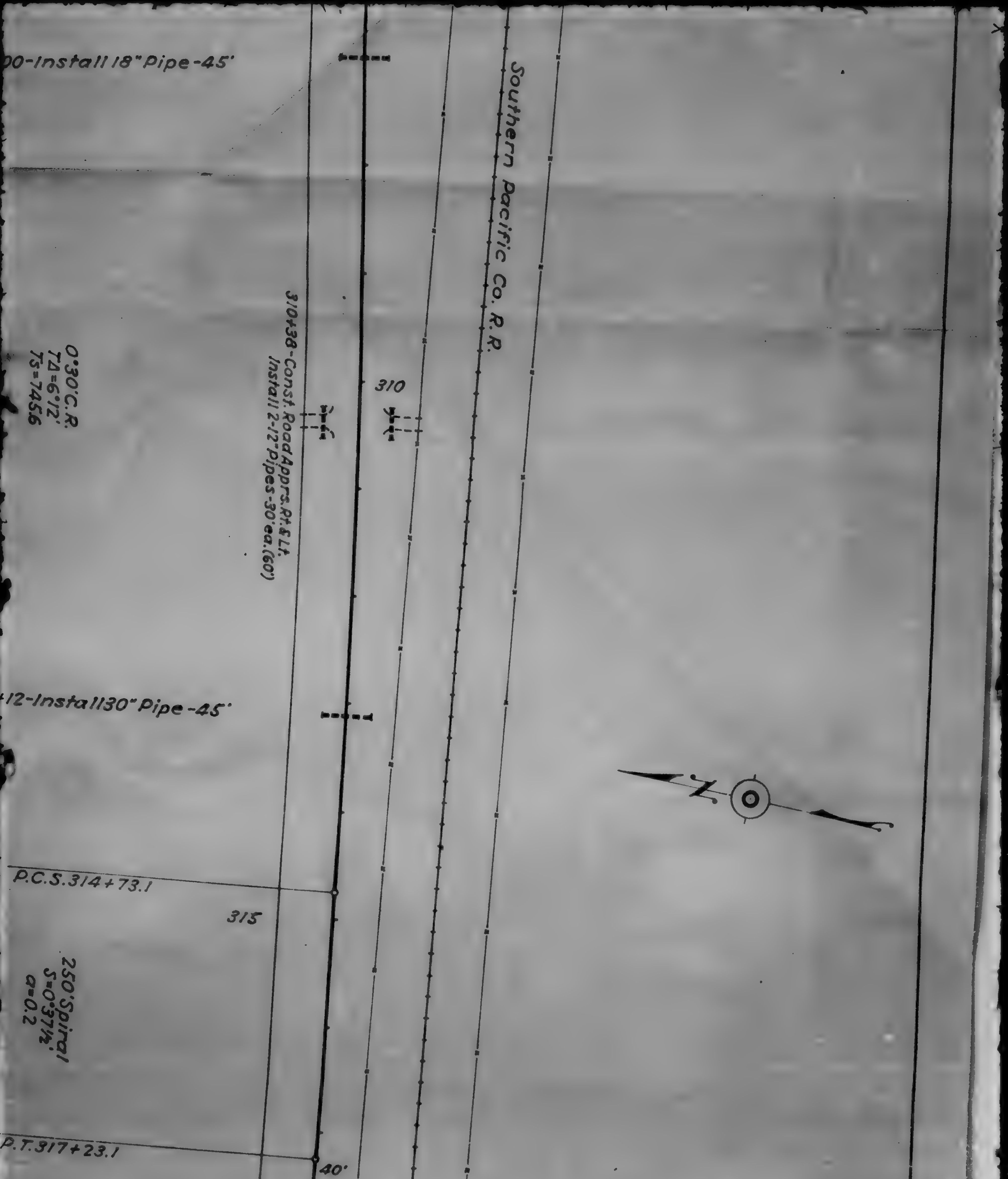
5
Em.1304
Em.1200
Em.870
-2.80
289+41.3=
EQUATION
=289+37.0
290
Em.347
Short O.H. 1824 Yd.Sta. - Long O.H. 2C Yd.S
Short O.H. 2830 Yd.Sta.
Ex.393


Em. 200
Em. 870
-2.80
289+41.3±
EQUATION
=289+37.0
Em. 347
290
Short O.H. 1424 Yd. Sta. - Long O.H. 2C Yd. Sta.
Short O.H. 2,830 Yd. Sta.
Ex. 393
+20-401.52
1340' V.C.
+33-Install 18" Pipe - 45'
Str. Ex. 10 Cu. Yds. - Tr. Ex. 8 Cu. Y
295
-0.1508
400
410
420
430
440

FINAL SURVEY		BY	DATE
	SURVEYED		
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

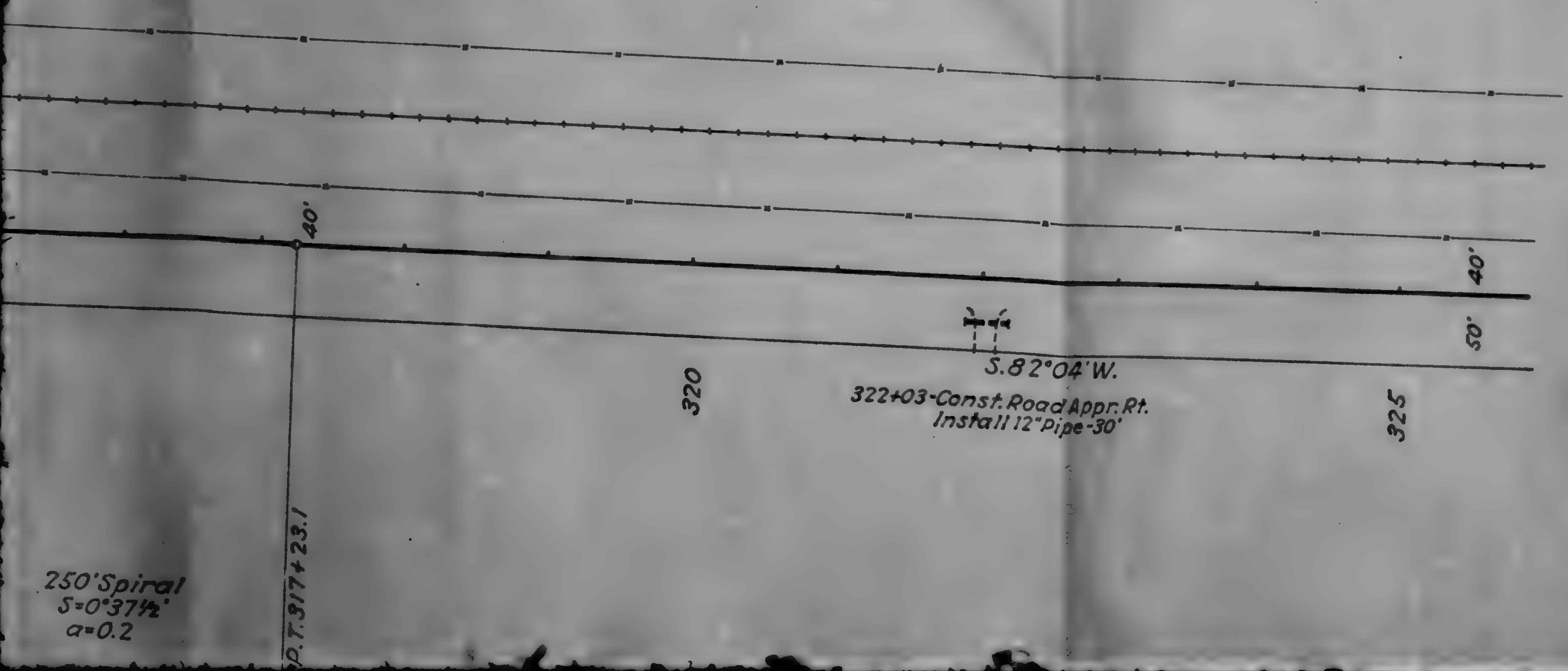

50'
50'
295
S.75°52'W.
50'
160'
298+70-Const. Road Appr. Rt.
Install 12" Pipe-30'
300
P.S. 302+33.1
T.17S.R.4W.,W.M.
T.17S.R.5W.,W.M.


T.17 S.R.4 W., W.M.
T.17 S.R.5 W., W.M.
98+70-Const. Road Appr. Rt.
Install 12" Pipe-30'
300
P.S. 302+33.1
250' Spiral
S=0°37¼'
a=0.2
P.S.C. 304+83.1
305
Hwy. & R.R. R/W Line
0-Install 18" Pipe-45'
Southern Pacific Co. R.R.
310+38-Const. Road Apprs. Rt. & Lt.
Install 2-12" Pipes-30' ea.
310
0°30' C.R.
TΔ=6°12'
Ts=745.6


00-Install 18" Pipe-45'
Southern Pacific Co. R.R.
310+38-Const. Road Apprs. Rt. & Lt.
Install 2-12" Pipes-30' ea. (60')
0°30' C.R.
TΔ=6°12'
Ts=745.6
310
+12-Install 130" Pipe-45'
N
P.C.S. 314+73.1
315
250' Spiral
S=0°37½'
a=0.2
P.T. 317+23.1
40'

31 9.1 5

FISHER ROAD - OAK HILL SECTION RICHARDSON-EUGENE HIGHWAY LANE COUNTY				SHEET No. 4
FED. ROAD DIST. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
1	OREGON	S-234(5)		See Index


40'
40'
50'
320
325
S.82°04'W.
322+03-Const. Road Appr. Rt.
Install 12" Pipe-30'
P.T. 317+23.1
250' Spiral
S=0°37½'
a=0.2

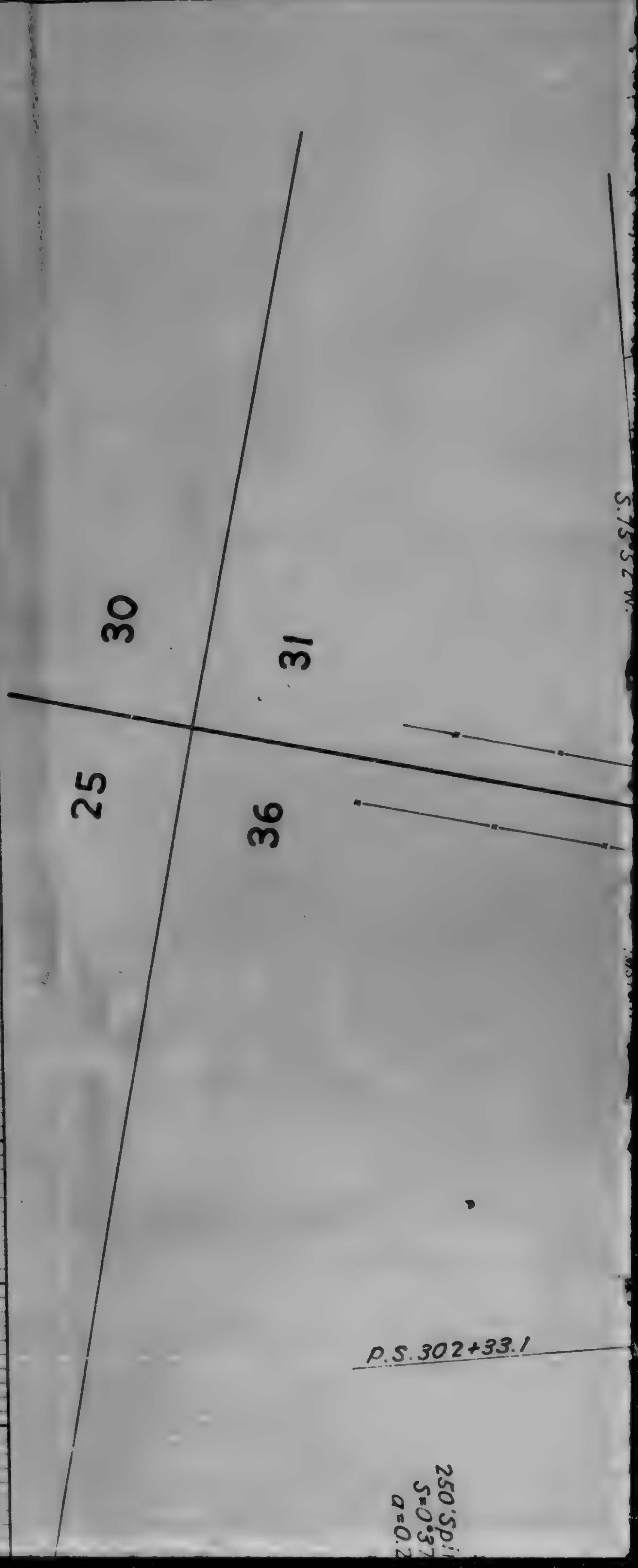
	BY	DATE

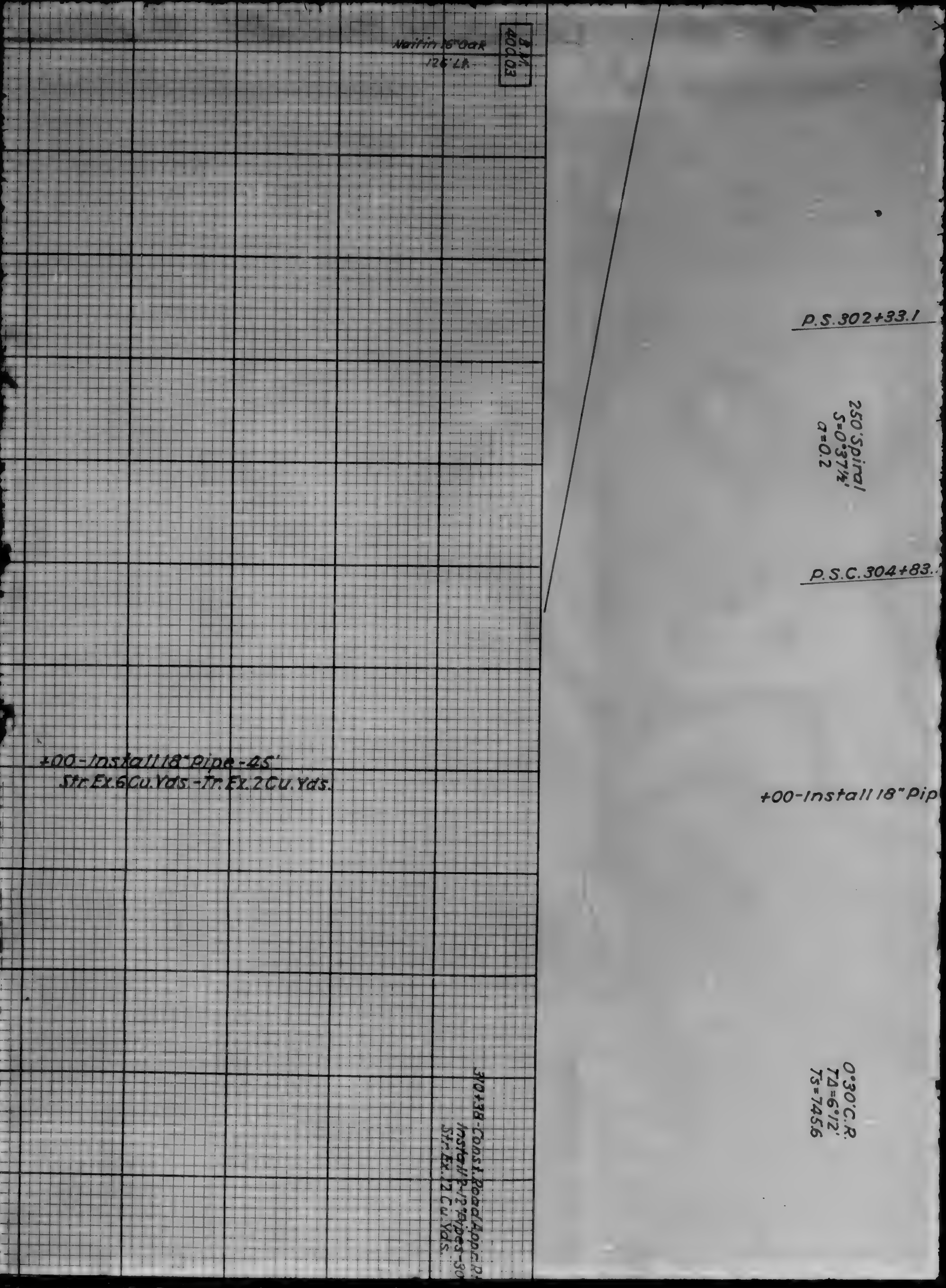
FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
	TEMPLATE
NO.	AREAS
	AREAS CHECKED

298+70-Const. Road Appr. Rt.
Install 12" Pipe-30'
Str. Exc. 6 Cu. Yds.

B.M.
400.03

Nail in 16" Oak
47.321 Lt.

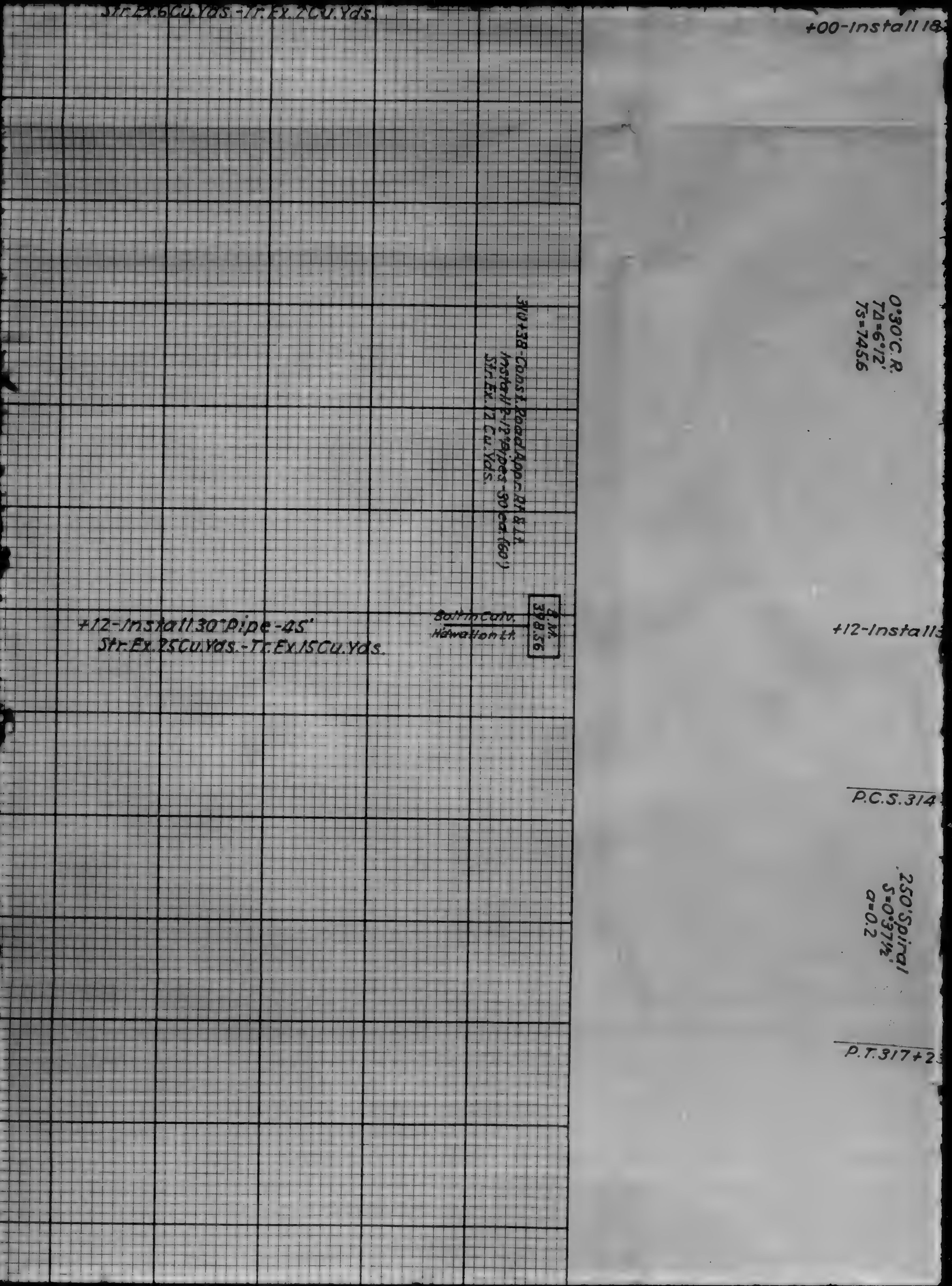

S.75°52'W.
30
31
25
36
P.S. 302+33.1
250' Spi
S=0°37
a=0.2

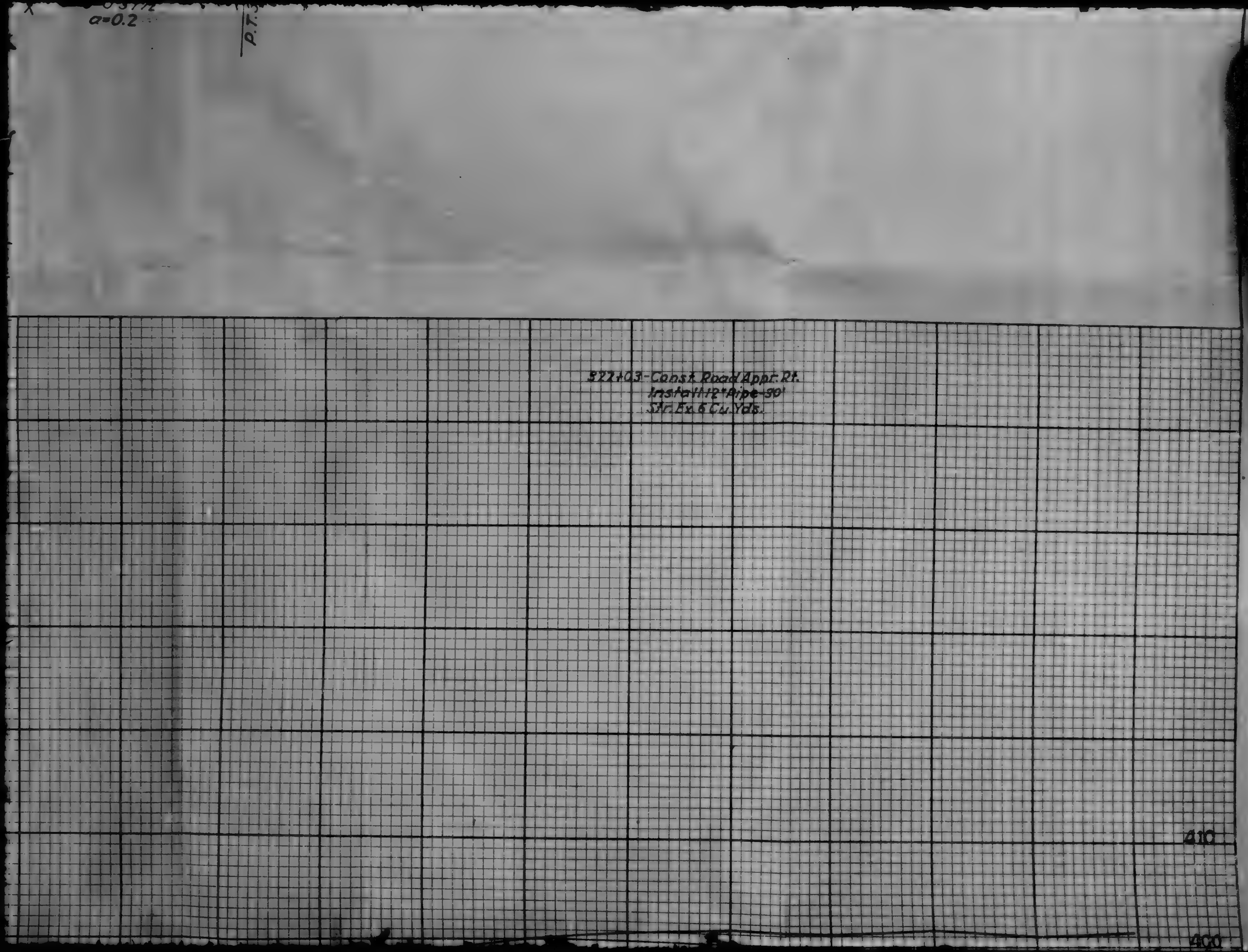

B.M.
400.03
Nail in 16" Oak
125' Lt.
P.S. 302+33.1
250' Spiral
S=0°37½'
a=0.2
P.S.C. 304+83.
0°30' C.R.
TΔ=6°12'
Ts=745.6

+00-Install 18" Pipe-45'
Str. Ex. 6 Cu. Yds.-Tr. Ex. 2 Cu. Yds.

+00-Install 18" Pip

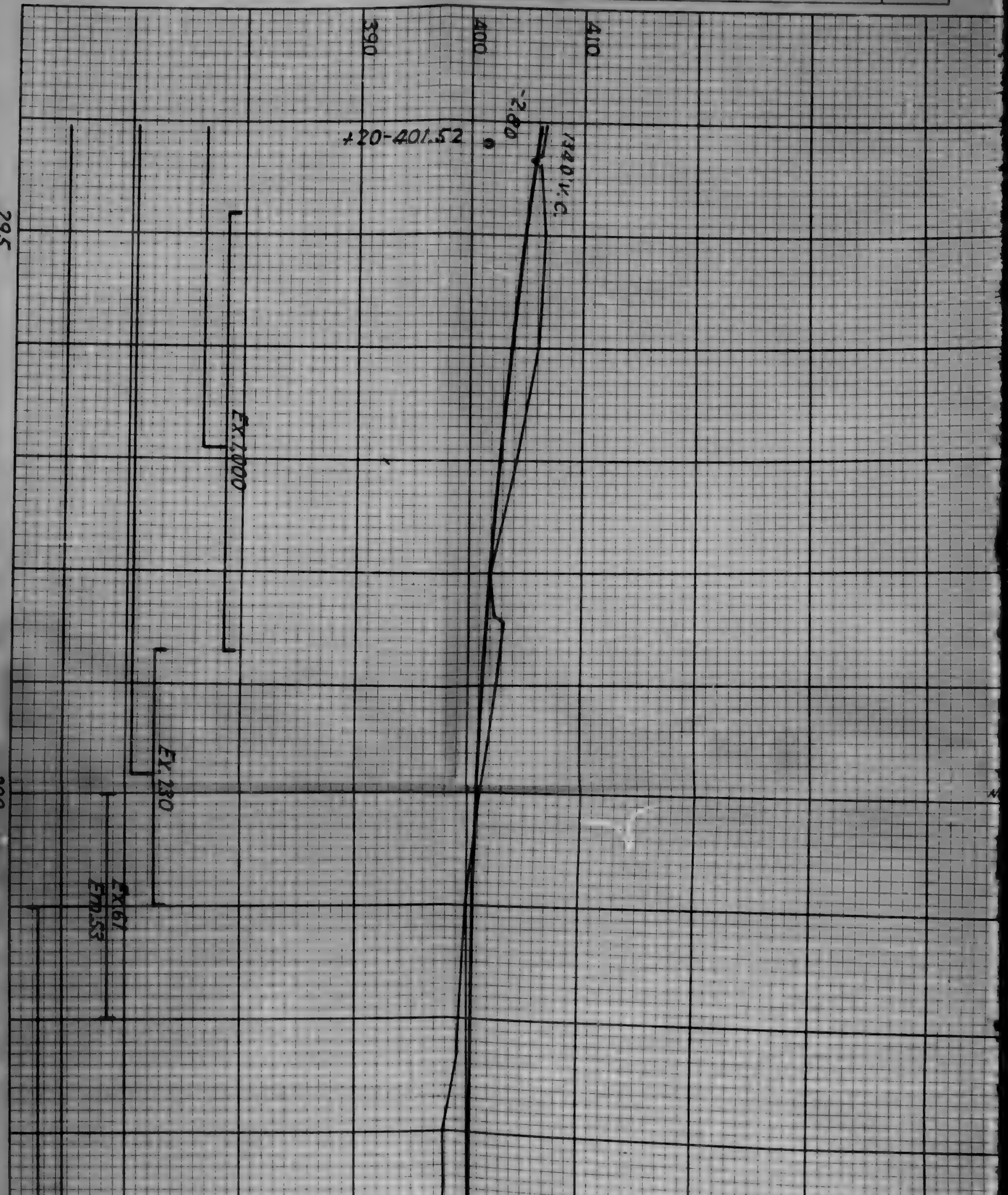
310+38-Const. Road Appr. R
Install 2-12" Pipes-30
Str. Ex. 12 Cu. Yds.

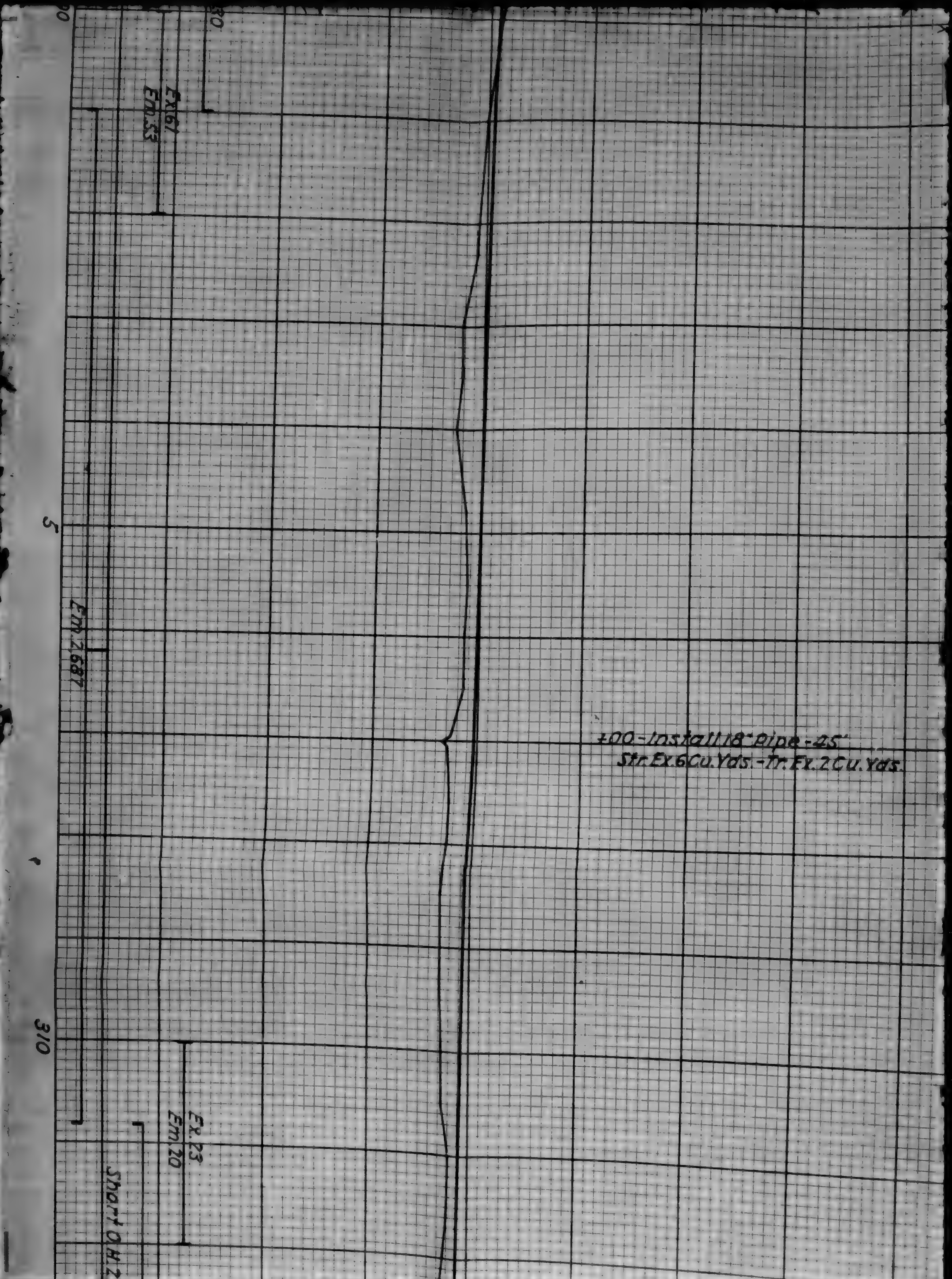

Str.Ex.6Cu.Yds.-Tr.Ex.7Cu.Yds.
+00-Install 18
310+38-Const. Road Appr. Rt & Lt.
Install 2-12" Pipes-30 ea. (60')
Str.Ex. 12 Cu.Yds.
0°30' C.R.
TΔ=6°12'
Ts=745.6
B.M.
398.56
Bolt in Culv.
Hawalton Lt.
+12-Install 30" Pipe-45'
Str.Ex.25Cu.Yds.-Tr.Ex.15Cu.Yds.
+12-Install
P.C.S.314
250' Spiral
S=0°37½'
a=0.2
P.T.317+2

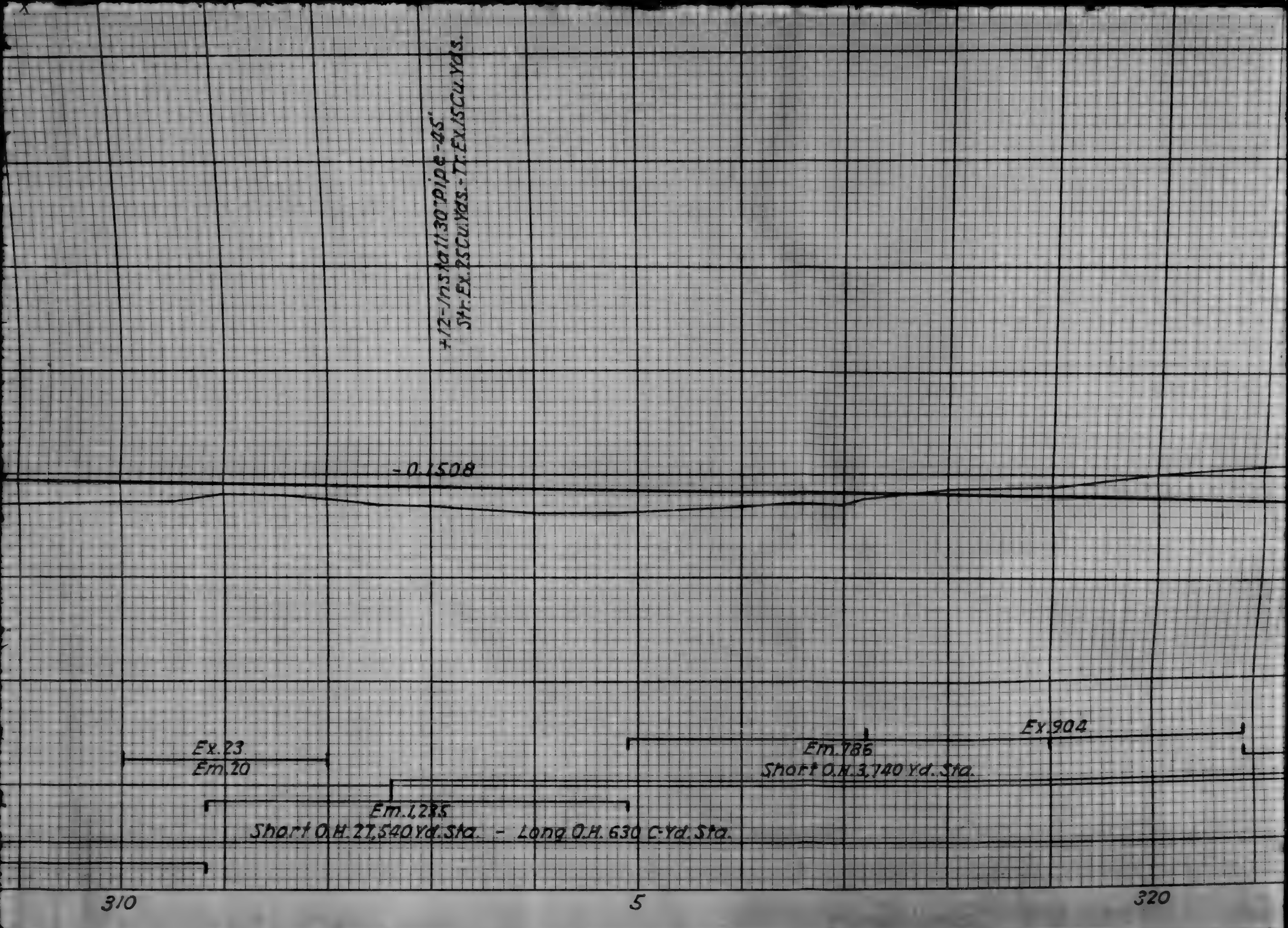

a=0.2
P.T.
410
400

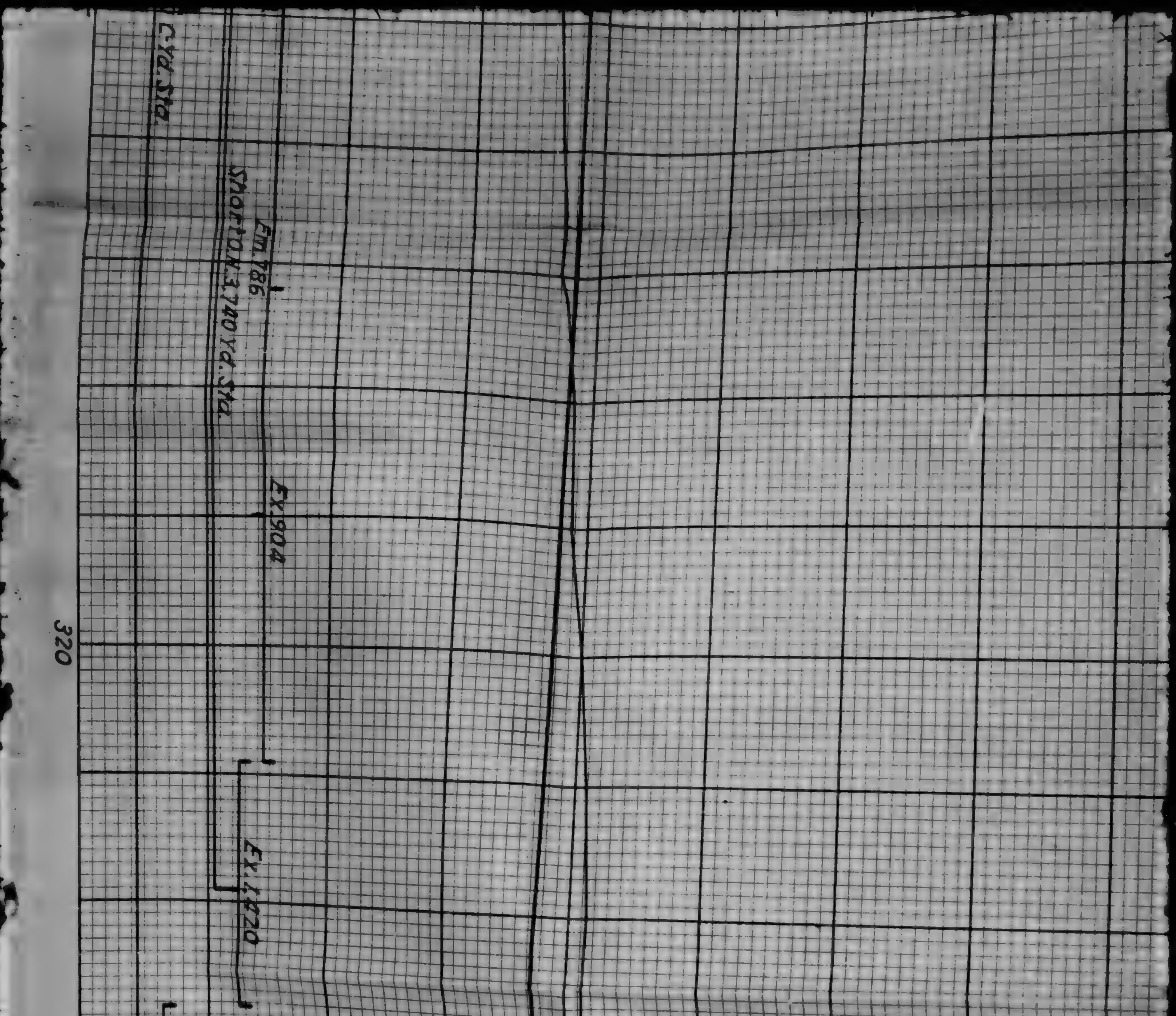
322+03-Const. Road Appr. Rt.
Install 12" Pipe-30'
Str. Ex. 6 Cu. Yds.

		BY	DATE
ORIGINAL SURVEY	SURVEYED		
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

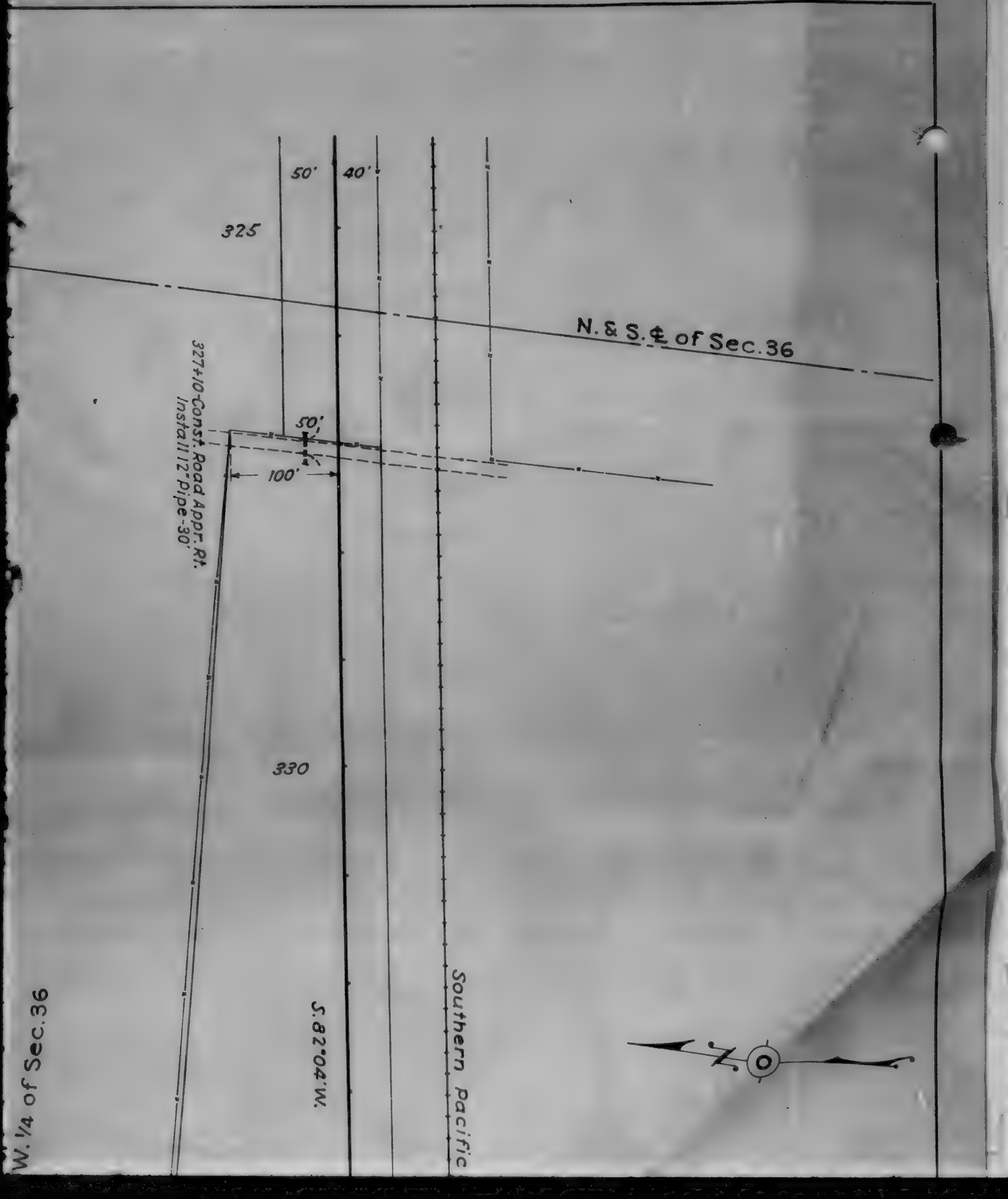


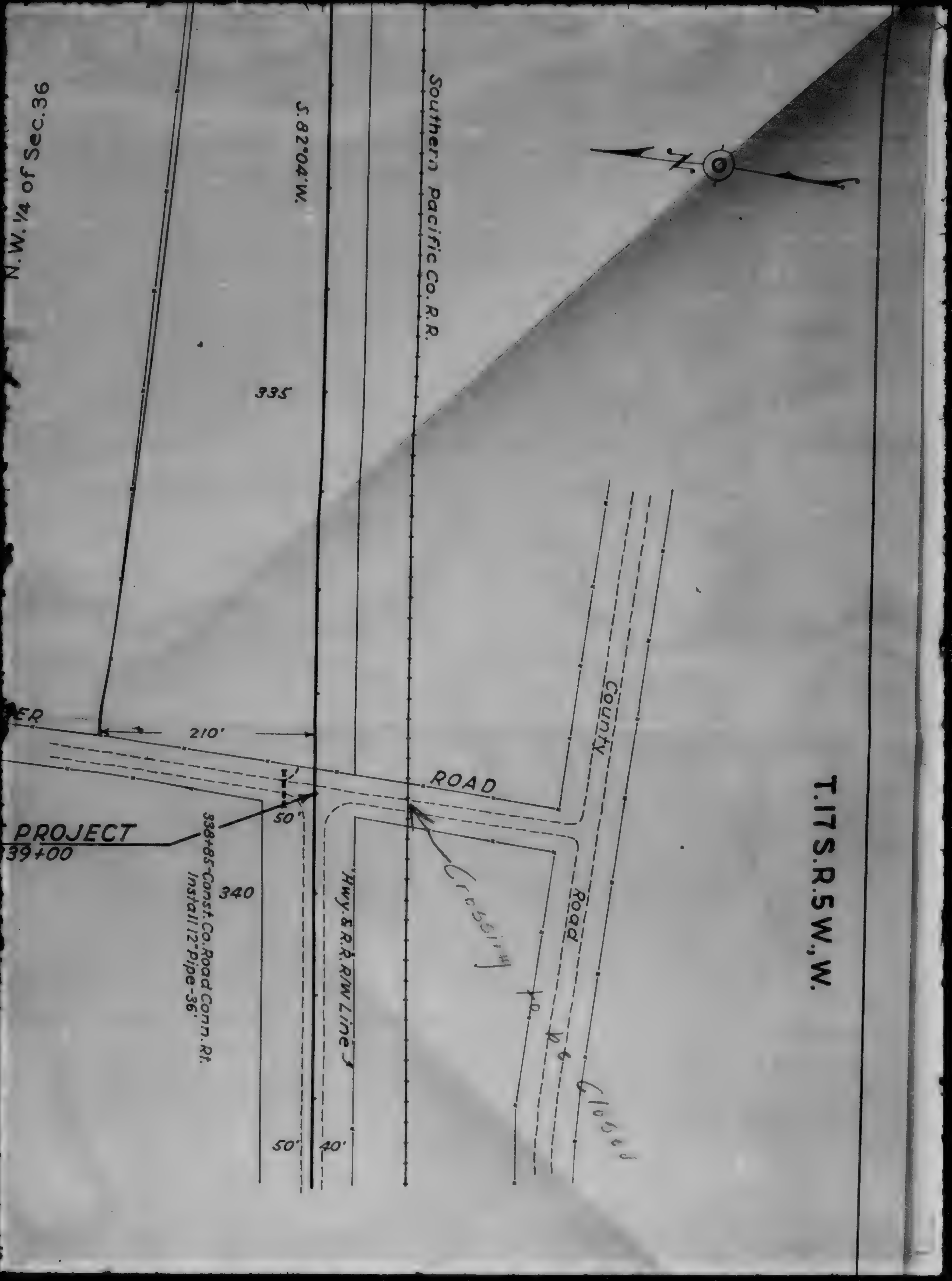

30
Ex.61
Em.33
5
Em.2687
+00-Install 18" Pipe-25'
Str.Ex.6 Cu.Yds.-Tr.Ex.2 Cu.Yds.
310
Ex.23
Em.20
Short O.H.2

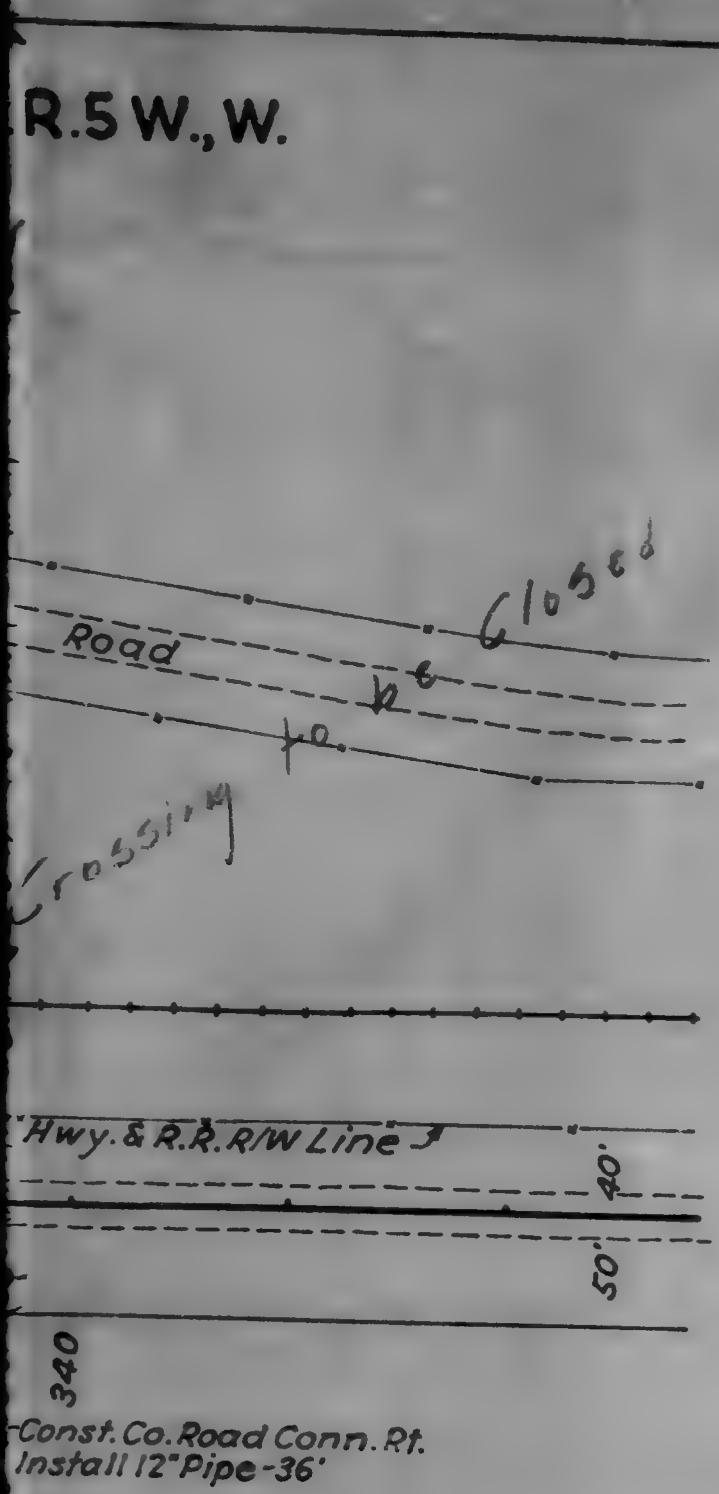

+12-Install 30" Pipe-45'
Str. Ex. 25 Cu. Yds.-Tr. Ex. 15 Cu. Yds.
-0.1508
Ex.23
Em.20
Em.1,285
Short O.H. 27,540 Yd. Sta. - Long O.H. 630 C-Yd. Sta.
Em.786
Short O.H. 3,740 Yd. Sta.
Ex.904
310
5
320


C-Yd. Sta.
Shorton 3740 Yd. Sta.
Em. 786
Ex. 904
Ex. 1,120
Ex. 4,590
320
325
390
400
410

		BY	DATE
FINAL SURVEY	SURVEYED		
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		


50'
40'
325
N. & S. ℄ of Sec. 36
327+10-Const. Road Appr. Rt.
Install 12" Pipe-30'
50'
100'
330
W. 1/4 of Sec. 36
S. 82°04'W.
Southern Pacific
N


N.W.1/4 of Sec.36
S.82°04'W.
Southern Pacific Co. R.R.
N
335
ER
210'
ROAD
County
Road
PROJECT
39+00
338+85-Const.Co.Road Conn.Rt.
Install 12" Pipe-36'
50'
340
Hwy. & R.R. R/W Line
50'
40'
Crossing
to be Closed
T.17S.R.5W.,W.


R.5 W., W.
Road
Road to be Closed
Crossing
Hwy. & R.R. R/W Line
40'
50'
340
Const. Co. Road Conn. Rt.
Install 12" Pipe-36'

F

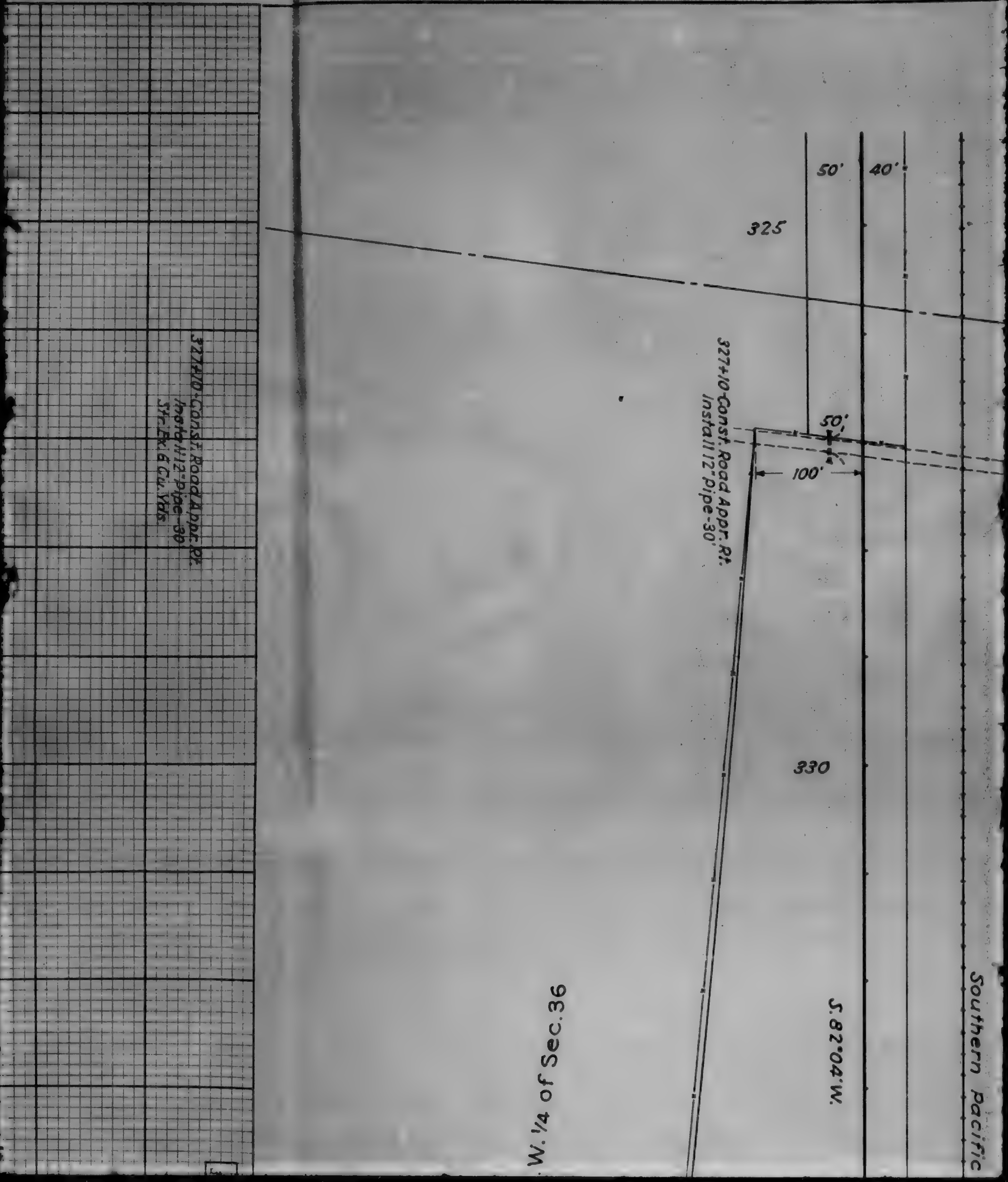
FE
DIS

3V-9-1 5

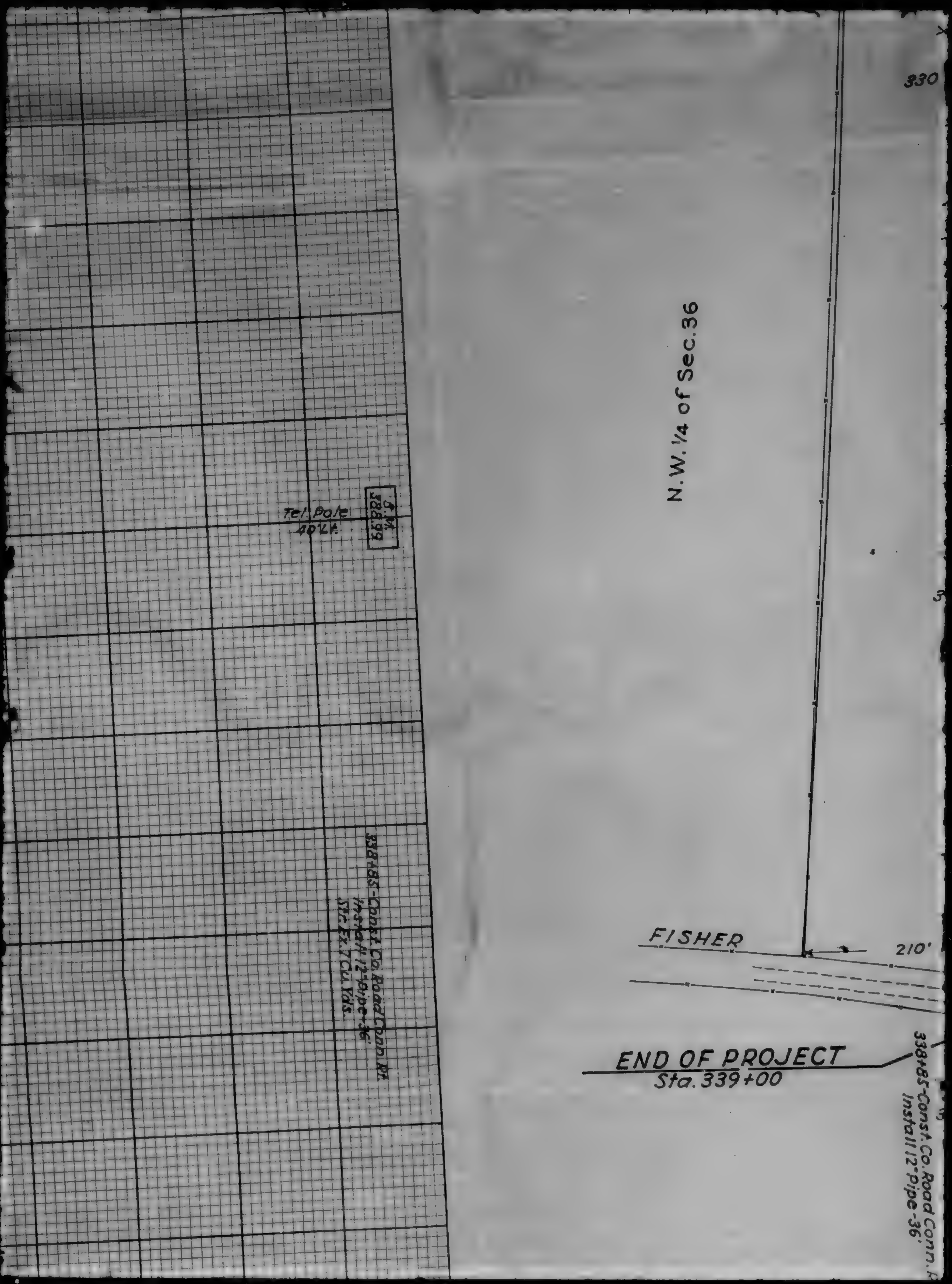
FISHER ROAD - OAK HILL SECTION RICHARDSON-EUGENE HIGHWAY LANE COUNTY				SHEET No. 5
FED. ROAD DIST. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
1	OREGON	S-234(5)		See Index

DATE

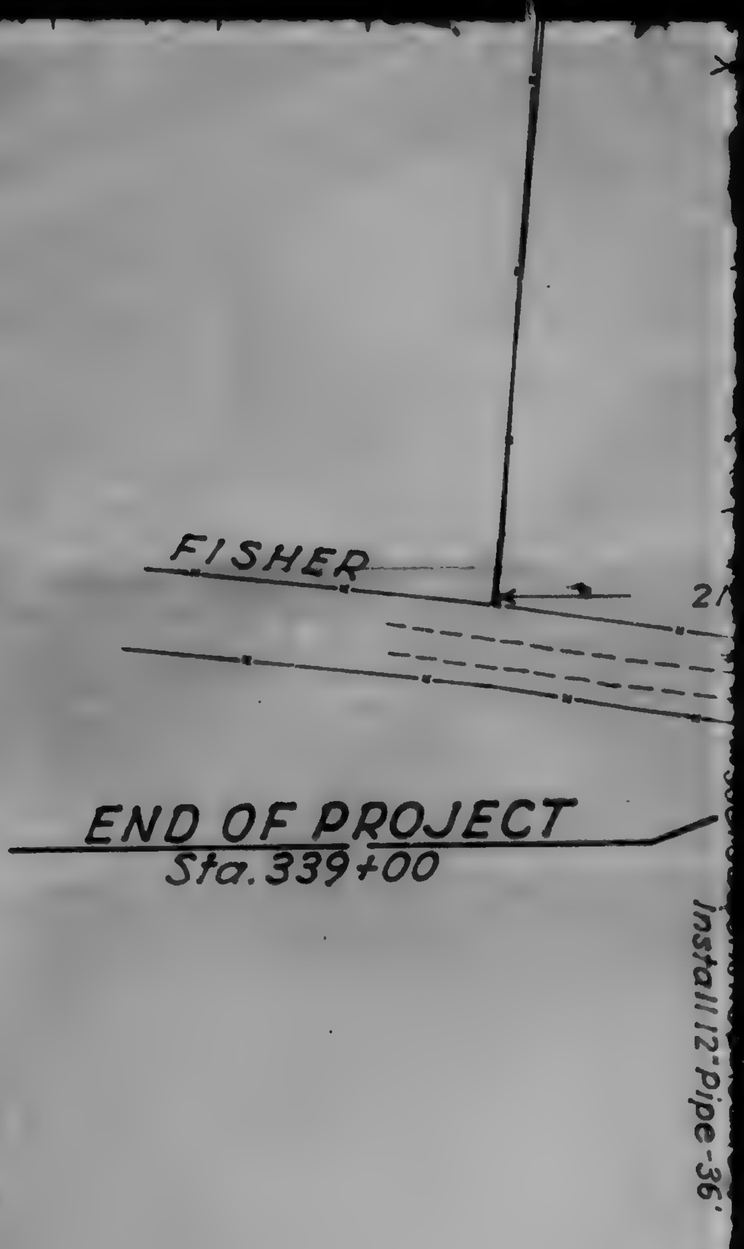
FINAL SURVEY		BY
	SURVEYED	
	PLOTTED	
NOTE BOOK	TEMPLATE	
	AREAS	
NO.	AREAS CHECKED	



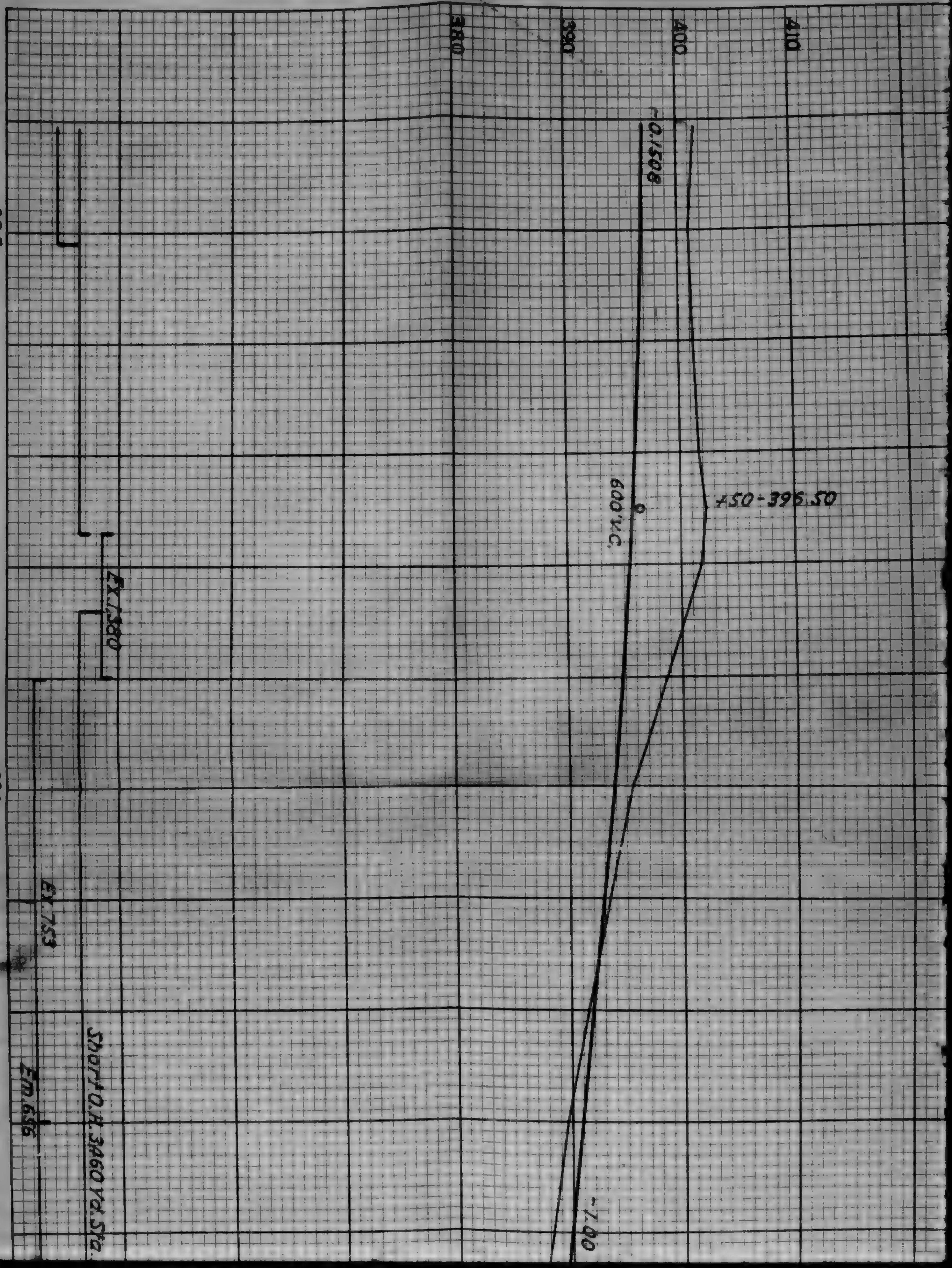
327+10-Const. Road Appr. Rt.
Install 12" Pipe-30'
Str. Ex. 6 Cu. Yds
325
50'
40'
327+10-Const. Road Appr. Rt.
Install 12" Pipe-30'
50'
100'
330
W. 1/4 of Sec. 36
S.82°04'W.
Southern Pacific

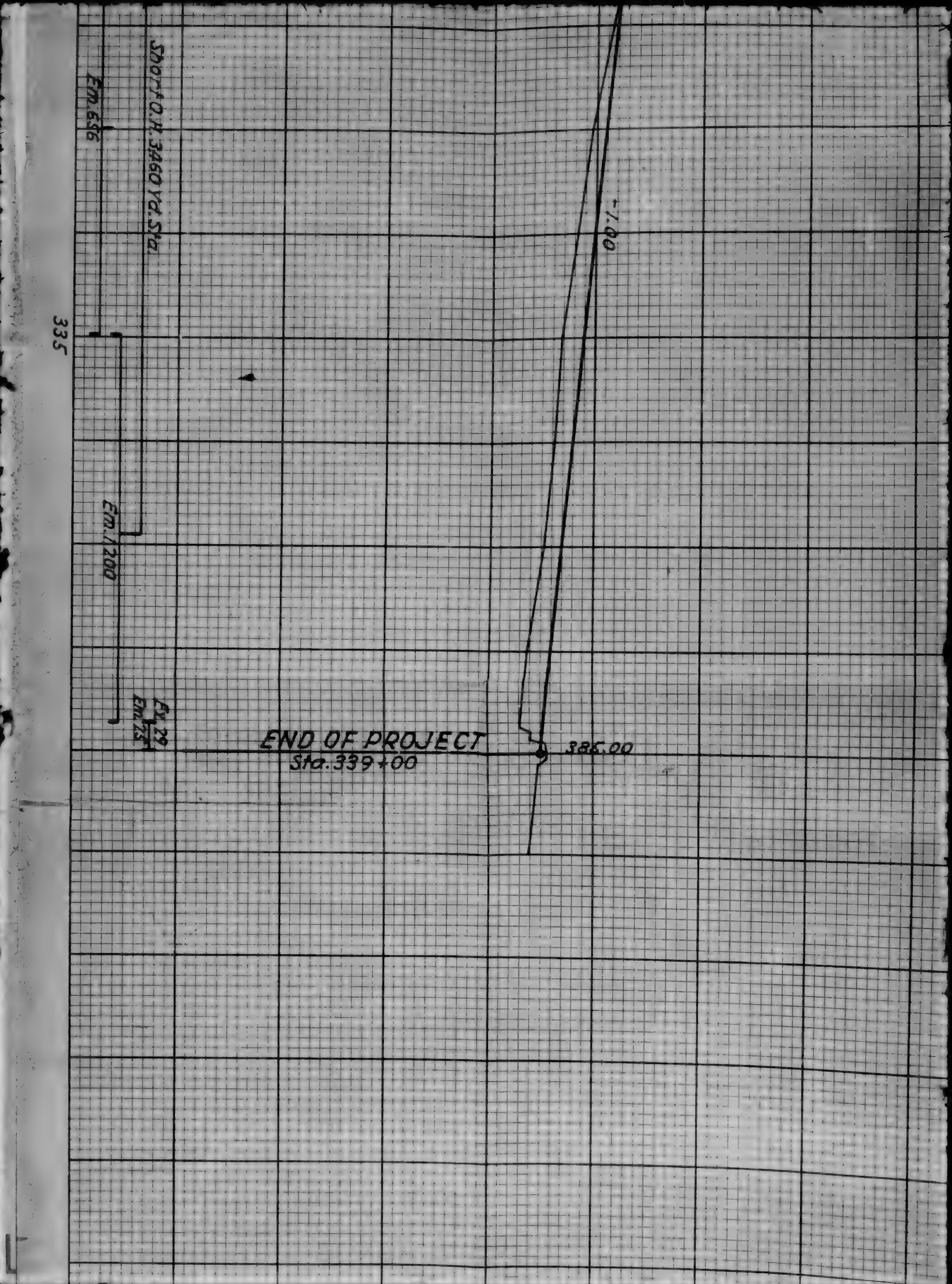
330
N.W. 1/4 of Sec. 36
B.M. 388.99
Tel. Pole 40'Lt.
338+85-Const. Co. Road Conn. Rt.
Install 12" Pipe-36'
Str. Ex. 7 Cu. Yds.
FISHER
210'
END OF PROJECT
Sta. 339+00
338+85-Const. Co. Road Conn. R
Install 12" Pipe-36'

338+85-Const. Co. Road Conn. Rt.
Install 12" Pipe-36'
Str. Ex. 7 Cu. Yds.


FISHER
21
END OF PROJECT
Sta. 339+00
Install 12" Pipe-36'

		BY	
ORIGINAL SURVEY	SURVEYED		
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		




Short O.H. 3460 Yd. Sta.
Em. 656
335
Em. 1200
Ex. 29
Em. 23
-1.00
END OF PROJECT
Sta. 339+00
385.00

12-8307 Dixie Summit-Baker County 1949
Line Rock Production Project
#3256 on John Day Highway.

RECEIVED
MAR
FOR FILING

12-8307

3256

OREGON STATE HIGHWAY COMMISSION
(date)
March 26, 1951

~~(CONTRACT NO.)~~	(EST. NO.)	(CONTRACTOR)
3256	4-Final	Harvey B. Melser

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
4541	B12350	$ 795.05	March 23, 1951

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A A Wahlander
ACCOUNTING DIVISION

- -

Specified Completion Date: Aug. 31, 1950

Time Extensions: Extended to Oct. 17, 1950 without penalty

Completion Date: Oct. 17, 1950

Date Accepted: Feb. 26, 1951

Penalties: None of record

Claims: None of record

Remarks:

- -

Date: 3-27-51

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:
A A Wahlander

NOTED ON CARD

12-8307
3256

RECEIVED
FOR FILING

March 16th, 1951

Dixie Summit-Baker Co. Line
Contract #3256

FINAL COST ANALYSIS

Barney B. Helser, Contractor
Kevin Laughlin, Resident Engineer

John Day Highway
Prefix 12-8307

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
1¼"-3/4" Cr. Rock in S.P.	2,644.3	Cu. Yd.	$2.369	$2.54	$6,269.52	$6,716.52
3/4"-½" " " " "	2,630.3	" "	2.369	2.54	6,236.31	6,680.96
½"-¼" " " " "	2,660.9	" "	2.369	2.54	6,308.86	6,758.69
¼"-0" " " " "	1,288.2	" "	2.369	2.54	3,054.26	3,272.03
½"-0" " " " "	1,152	" "	2.369	2.54	2,731.34	2,926.08
PA #1, Prepare S.P. Sites	4	Each	22.39	25.00	89.54	100.00
S.P. Haul Adjustment, Favor of Contractor	394.28	Yd. Mi.	0.107	0.12	42.19	47.31
Misc. Private Sales	750	Cu. Yd.	2.161	2.25	1,621.46	1,687.50
					$26,353.48	$28,189.09

Gross Revenue	$28,189.09
Total Cost	26,353.48
Net Profit	$ 1,835.61

Net Profit Equals 6.5% of Gross Revenue

Barney B. Helser

Detail of Cost

Labor:		
Supervision	$1,975.00	
Labor	5,301.00	
Labor Insurance	370.56	
		$7,646.56
Equipment Rentals & Misc. Supplies:		
Equipment Rentals (Owned)	$7,622.70	
Hired Trucks (Inc. Operators)	2,623.35	
Gas, Oil & Grease	2,714.67	
Powder & Caps	1,909.45	
Drill Steel & Bits	116.10	
Small Tools & Misc. Supplies	357.60	
Move In, Freight & Cartage	2,205.00	
P.L. & P.D. Insurance	158.20	
Bond	197.32	
Home Office & General Overhead	802.53	
		18,706.92
Total Cost		$26,353.48

Breakdown of Crushing Costs

	Cost	Quantity	Unit	Unit Cost
Move In & Set Up	$4,648.96	11,125.7	Cu. Yd.	$0.418
Drill & Shoot	4,572.76	11,125.7	Cu. Yd.	0.411
Haul to Crusher	3,119.05	11,125.7	Cu. Yd.	0.28
Crush	9,483.18	11,125.7	Cu. Yd.	0.852
Cost in Bunker	$21,823.95			$1.961
Haul to Stockpile	2,973.41	11,125.7	Cu. Yd.	0.267
Stockpile	1,466.58	10,375.7	Cu. Yd.	0.141
Total Cost	$26,263.94			$2.369

Dixie Summit-Baker Co. Line
Contract #3256

Remarks:

This was a "State Project" for furnishing and stockpiling 10,000 cu. yds. of crushed rock for maintenance. The contract was bid and awarded December 19th, 1949, work was started June 22nd, 1950, and completed October 14th, 1950.

A drilling crew moved in and started drilling, and after drilling three or four days, the Forest Service requested that the contractor move about 700 feet west. This extra work increased the cost of drilling. The quarry used is 0.1 mile north of M.P. 193.85 on the John Day Highway. The rock shot up nicely for crushing, and there was very little overburden.

The contractor used a ½ cu. yd. shovel and one 5 cu. yd. truck to load and haul to crusher. The plant consisted of a 24" x 8' feeder, 18" x 30" jaw crusher, 36" Telesmith, 2'4" Traylor, 4' x 12' triple-deck screen, 3' x 10' scalping screen, 45 cu. yd. 3-compartment steel bunker, conveyors and electric motors as required. The plant was powered with two 125 h.p. motors and one D-8800 with 75 KW generator.

The crusher operated 320 hours and produced 11,126 cu. yds., an average of 34.7 cu. yds. per hour.

The bid price was low and with the extra drilling cost, the contractor realized only a very small profit.

E. H. Clymer
Cost Analyst

By . . K. T. Wechter

RECEIVED
FOR FILING

March 16th, 1951

FINAL COST ANALYSIS

Dixie Summit-Baker Co. Line
Contract #3256

Barney B. Helser, Contractor
Kevin Laughlin, Resident Engineer

John Day Highway
Prefix 12-#307

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
1¼"-3/4" Cr. Rock in S.P.	2,644.3	Cu. Yd.	$2.369	$2.54	$6,269.52	$6,716.52
3/4"-½" " " " "	2,630.3	" "	2.369	2.54	6,236.31	6,680.96
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¼"-0" " " " "	1,288.2	" "	2.369	2.54	3,054.26	3,272.03
½"-0" " " " "	1,152	" "	2.369	2.54	2,731.34	2,926.08
PA #1, Prepare S.P. Sites	4	Each	22.39	25.00	89.54	100.00
S.P. Haul Adjustment, Favor of Contractor	394.28	Yd. Mi.	0.107	0.12	42.19	47.31
Misc. Private Sales	750	Cu. Yd.	2.161	2.25	1,621.46	1,687.50
					$26,353.48	$28,189.09

Gross Revenue	$28,189.09
Total Cost	26,353.48
Net Profit	$ 1,835.61

Net Profit Equals 6.5% of Gross Revenue

NOTED
W. C. WILLIAMS

Barney B. Helser

Detail of Cost

Labor:		
Supervision	$1,975.00	
Labor	5,301.00	
Labor Insurance	370.56	
		$7,646.56
Equipment Rentals & Misc. Supplies:		
Equipment Rentals (Owned)	$7,622.70	
Hired Trucks (Inc. Operators)	2,623.35	
Gas, Oil & Grease	2,714.67	
Powder & Caps	1,909.45	
Drill Steel & Bits	116.10	
Small Tools & Misc. Supplies	357.60	
Move In, Freight & Cartage	2,205.00	
P.L. & P.D. Insurance	158.20	
Bond	197.32	
Home Office & General Overhead	802.53	
		18,706.92
Total Cost		$26,353.48

Breakdown of Crushing Costs

	Cost	Quantity	Unit	Unit Cost
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Drill & Shoot	4,572.76	11,125.7	Cu. Yd.	0.411
Haul to Crusher	3,119.05	11,125.7	Cu. Yd.	0.28
Crush	9,483.18	11,125.7	Cu. Yd.	0.852
Cost in Bunker	$21,823.95			$1.961
Haul to Stockpile	2,973.41	11,125.7	Cu. Yd.	0.267
Stockpile	1,466.58	10,375.7	Cu. Yd.	0.141
Total Cost	$26,263.94			$2.369

Dixie Summit-Baker Co. Line
Contract #3256

Remarks:

This was a "State Project" for furnishing and stockpiling 10,000 cu. yds. of crushed rock for maintenance. The contract was bid and awarded December 19th, 1949, work was started June 22nd, 1950, and completed October 14th, 1950.

A drilling crew moved in and started drilling, and after drilling three or four days, the Forest Service requested that the contractor move about 700 feet west. This extra work increased the cost of drilling. The quarry used is 0.1 mile north of M.P. 193.85 on the John Day Highway. The rock shot up nicely for crushing, and there was very little overburden.

The contractor used a ½ cu. yd. shovel and one 5 cu. yd. truck to load and haul to crusher. The plant consisted of a 24" x 8' feeder, 18" x 30" jaw crusher, 36" Telesmith, 2'4" Traylor, 4' x 12' triple-deck screen, 3' x 10' scalping screen, 45 cu. yd. 3-compartment steel bunker, conveyors and electric motors as required. The plant was powered with two 125 h.p. motors and one D-8800 with 75 KW generator.

The crusher operated 320 hours and produced 11,126 cu. yds., an average of 34.7 cu. yds. per hour.

The bid price was low and with the extra drilling cost, the contractor realized only a very small profit.

E. H. Clymer
Cost Analyst

By . . K. T. Wechter

RECEIVED
MAR [illegible] 1951
FOR FILING

12-8-307

3256

mc Lewis

March 12, 1951

Mr. W. W. McKinney
207 Pioneer Trust Building
Salem, Oregon

Dear Mr. McKinney:

This is to acknowledge receipt of a release of claim signed by Leroy E. Grote, President of Peco, Inc., which had previously been filed with this office against Barney B. Helser.

The claim was received in this office on September 11, 1950, in the sum of $1,006.78 pertaining to State Highway Contracts Nos. 3256, 3293 and 3307.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD
3-12-51 JC

3256

W. W. MCKINNEY
ATTORNEY AT LAW
207 PIONEER TRUST BUILDING
SALEM, OREGON

REFERRED TO BY SECRETARY

Quinn
usual letters -
are there any other
claims against this job?
WBS

March 9, 1951

State Highway Department
Salem, Oregon

Attention: Mr. H.B. Glaisyer

Dear Sir:

Find enclosed herewith is release of claim of Peco, Inc., authorizing you to make payment to Barney B. Helser.

Very truly yours,

W W McKinney

RECEIVED
MAR 10 1951
OREGON
STATE HIGHWAY COMMISSION

WWM:js
Encl.

RELEASE OF CLAIM

The undersigned PECO, INC., a corporation, does hereby release as paid in full that certain claim by said PECO, INC., a corporation, against BARNEY B. HELSER, on Spetember 11, 1950, and does hereby authorize the State Highway Commission of the State of Oregon, to disregard the notice of claim heretofore filed, and agrees that the claim of said PECO INC., a corporation, has been paid in full.

Leroy E. Grote
President
PECO, INC.

STATE OF OREGON)
) ss.
County of Marion)

On this 8th day of March, 1951, personally appeared before me, a Notary Public in and for said County and State, the within named LEROY D. GROTE, to me known to be the President of the firm of Peco, Inc., the corporation that executed the within and foregoing instrument, and acknowledged the said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned, and on oath stated that he was authorized to execute said instrument, and that the seal affixed is the corporate seal of said corporation.

WITNESS my hand and seal the day and year above written.

Notary Public for Oregon
My commission expires: February 1, 1953

RECEIVED
MAR 1[illegible] 1951
FOR FILING

12-8307

3256

Mrs Lemm

March 12, 1951

Great American Indemnity Company
Wells-Reed Insurance, Agent
412 Failing Building
Portland 4, Oregon

Gentlemen:

We have today received a release of claim from W. W. McKinney, signed by Leroy E. Grote, President of Pomo, Inc., advising that the Pomo claim against Barney R. Melser has been paid in full.

A claim by Pomo, Inc., against Barney R. Melser pertaining to State Highway Contracts 3256, 3293 and 3307 was filed in this office on September 11 and concerning which we notified you on September 14, 1950. The claim as filed was in the sum of $1,086.78.

This information is provided as the Great American Indemnity Company appears as surety on the performance bonds furnished with the above-mentioned highway contracts.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FA:jmd

cc - Mr. Barney R. Melser
Route 2
Molalla, Oregon

Commissioners

R. H. Baldock

M. C. Williams

NOTED ON CARD
[illegible]

RECEIVED
MAR 13 1951
FOR FILING

12-8-50

3256

March 12, 1951

Mr. Barney B. Helser
Route 2
Molalla, Oregon

Dear Sir:

The State Highway Commission, at its meeting held on February 26, 1951, had under discussion your request for an extension of time of 17 days, from September 30 to October 17, 1950, within which to complete your contract No. 3256 for rock production on the Dixie Summit-Baker County Line Section of the John Day Highway in Grant County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: K. F. Chidsey,
Division Engineer

Kevin Laughlin,
Resident Engineer

M. G. Smith,
Construction Engineer

NOTED ON CARD
3-13-51

RECEIVED
MAR 8 - 1951
FOR FILING

128307

3256

March 7, 1951

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State highway contract No. 3256, for rock production on the Dixie Summit-Baker County Line Section of the John Day Highway in Grant County, was completed by the contractor, Barney B.Helser, on October 17, 1950 and was formally accepted by the Highway Commission on February 26, 1951.

Final payment in the amount of $795.05 will be released to the contractor on or after March 17, 1951. The total contract amount is $26,501.59 and no force account work was performed on the project.

There is a claim filed against this project by W.W.McKinney, Attorney for Peco,Inc., for equipment rental and repairs. The amount of the claim is $1,006.78 and includes contracts No. 3293 and No. 3307.

This notice is given as your Company appears as surety on the performance bond furnished by the contractor in connection with this project.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

3-[illegible]

RECEIVED
MAR 8 - 1951
FOR FILING

12-8307

3256

March 7, 1951

Mr. W. W. McKinney
Attorney at Law
207 Pioneer Trust Bldg.
Salem, Oregon

Dear Sir:

Please be advised the State Highway Commission will make final payment to Barney B. Helser on March 17, 1951 for work performed under contract No. 3256, covering rock production on the Dixie Summit-Baker County Line Section of the John Day Highway in Grant County.

Our records show a claim filed by you, as attorney for Peco, Incorporated, against this project for equipment rental and repairs. The amount of the claim is shown as $1,006.78 and includes contracts No. 3293 and No. 3307.

Please inform us as to present status of this claim.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

3-7-51 gl

RECEIVED
FEB 8 1951
FOR FILING

12-8207

3256

February 9, 1951

Request for extension of time
No. 7
February 26 and 27 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Barney B. Helser for an extension of time on Contract No. 3256, Dixie Summit-Baker County Line Rock Production Project on the John Day Highway, from September 30, 1950 to October 17, 1950.

Early fall rains necessitated the contractor's providing for the washing of the crushed materials. This unexpected additional work caused the 17-day delay.

There was no additional cost to the State nor any inconvenience. I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.
cc Mr. Williams
Mr. Smith

hi

RECEIVED
NOV 14 1950
FOR FILING

12-8307

3256

November 14,1950

Great American Indemnity Company
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Barney B. Helser on contract No. 3256, for rock production on the Dixie Summit-Baker County Line Section of the John Day Highway in Grant County. This payment, in the amount of $4,245.14, will be made on or after November 24, 1950. The retained percentage is $795.05.

There is a claim filed against this contract by W. W. McKinney, Attorney for Peco,Inc., of which you have been previously notified, in the amount of $1,006.78. This claim also includes contracts No. 3293 and No. 3307.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

11-14-50

Form E-1—5M—8-47

FINAL

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 20, 1950

Section Dixie Summit-Baker County Line

Kind of work Rock Production

Highway John Day

Section prefix 12-8307

Contractor Barney B. Helser

Contract number 3256

Date of Contract December 19, 1949

Date of completion August 31, 1950

Date work started June 22, 1950

Estimated date of completion October 17, 1950

Amount of contract $25,400.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $25,400.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $1760.00, 7 %

Date project was completed October 17, 1950, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

All rock crushed and stockpiled.

NOTED [illegible]

NOTED
H. W. LIBBY

NOTED
B. A. MARTIN

Signed Kevin Laughlin

Address Baker

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			10,000		
Estimated quantities moved or placed to date			10,000		
Average daily quantities			100		
Average daily quantities necessary to complete project on time			complete		
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			6		

Percentages of men employed on contract to be secured from:

..........County, ...%; ....County, ...%; ....County, ...%; ....County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels.........., Power graders.........., Rollers.........., Mixers.........., Crushing or screening plants 1

Compressors.........., Bulldozers 1, Sheep-foot rollers.........., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Rain		
Tuesday	"		
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
OCT 1[illegible] 1950
FOR FILING

12-8307

3256

October 10, 1950

Mr. Barney B. Helser
Molalla
Oregon

Dear Sir:

The State Highway Commission, at its meeting on September 28, 1950, had under discussion your request for an extension of time of 30 days, from August 31 to September 30, 1950, within which to complete your contract No. 3256 for rock production on the Dixie Summit-Baker County Line Section of the John Day Highway in Grant County.

I am pleased to inform you that the Highway Commission granted your request without penalty. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: R. V. Chidsey,
Division Engineer

Kevin Laughlin,
Resident Engineer

H. G. Smith

NOTED ON CARD
10-10-50 gl

RECEIVED
SEP 26 1950
FOR FILING

12-8307

3256.

September 20, 1950

Request for extension of time
No. 6
September 26-27 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Harvey B. Nelson for an extension of time on Contract No. 3256, Dixie Summit-Baker County Line Rock Production Project on the John Day Highway, from August 31, 1950 to September 30, 1950.

The contractor had another project with the Department on the I. O. N. Highway in which he was required to open a new quarry. The rock in this quarry broke very badly, necessitating much more time on the contract than he anticipated. For that reason he was unable to commence the Dixie Summit-Baker County Line Project as soon as anticipated and necessarily overran the time limit.

The State will not be inconvenienced by the overrun of the contract, and I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Enclosure

cc Mr. W. C. Williams
Mr. H. G. Smith

RECEIVED
SEP 18 1950
FOR FILING

12-3307

3256

September 14, 1950

Wells-Reed Insurance
412 Failing Building
Portland 4, Oregon

Gentlemen:

We have today received a "Notice of Claim" filed by Leroy E. Grote, president of Peso, Inc., through W. W. McKinney, attorney at law, 207 Pioneer Trust Building, Salem, Oregon, in the amount of $1,006.78. The claim of Peso, Inc., is against Barney B. Helser for the repair of a tractor and bulldozer, trailer, and rental for this equipment in connection with Mr. Helser's work on State Highway Contracts 3256, 3293 and 3307, being respectively, rock production on the Dixie Summit-Baker County Line Section of the John Day Highway in Grant County, rock production on the Rome-Crooked Creek Section of the I.O.N. and Rome-Princeton Highways in Malheur County and rock production on the Vale Section of the Central Oregon and Vale-West Highways in Malheur County.

This information is provided as the Great American Indemnity Company appears as surety on the performance bond furnished in connection with the three contracts mentioned above.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Mr. Barney B. Helser
Route 2
Molalla, Oregon

NOTED ON CARD

9-14-50, g(

RECEIVED
SEP 18 1950
FOR FILING

12 8307

3256

3256

September 14, 1950

Mr. W. W. McKinney
Attorney at Law
207 Pioneer Trust Building
Salem, Oregon

Dear Mr. McKinney:

This is to acknowledge receipt of a "Notice of Claim" received from you in behalf of Feco, Inc., against Barney B. Helser for repairs to a tractor and bulldozer, trailer, and rental on this equipment, the total amount of the claim being $1,006.78. This claim is filed against State Highway Contracts No. 3307, 3293 and 3256. For your information none of these contracts has to date been completed or accepted by the Commission.

In the event that you might wish to protect the claim for a period longer than six months following completion of the job and acceptance by the Commission it is suggested that a claim be filed with the Secretary of State.

The claim as received will be noted in our records and we will advise the surety and the contractor of its receipt. The Great American Indemnity Company through Nelle-Reed Insurance, 412 Failing Building, Portland 4, provided the performance bond furnished in connection with all three of the above contracts.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAG:md

NOTED ON CARD
9-14-50, g.c

NOTICE OF CLAIM

NOTICE IS HEREBY GIVEN that the firm of Peco, Inc., has a claim for damage sustained in repair of a certain T.D. 9 tractor and bulldozer, and trailer, and rental for the same, in the sum of One Thousand Six and 78/100 Dollars ($1,006.78) against the bond taken from Barney B. Helser and Great American Indemnity Co., for the work of Barney B. Helser on contract jobs for the Oregon State Highway Commission, and known on their records as Contract #3307, Vale rock production, 3343 #3393, Rome Crooked Creek job, #3256, Dixie Summit, at Baker-Grant County lines.

This claim is supported by the itemized statement hereto attached, marked "Exhibit A", and made a part hereof.

That no part of said sum of $1,006.78 has been paid, and there is now due and owing from said Barney B. Helser, pursuant to the statement hereto attached, the sum of $1,006.78.

No seal

Leroy E. Grote
President
Peco, Inc.

STATE OF OREGON)
) ss.
County of Marion)

On this 11th day of September, 1950, personally appeared before me, a Notary Public in and for said County and State, the within named LEROY E. GROTE , to me known to be the President of the firm of Peco., Inc., the corporation that executed the within and foregoing instrument, and acknowledged the said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned, and on oath stated that he was authorized to execute said instrument and that the seal affixed is the corporate seal of said corporation.

Notary Public for Oregon
My commission expires: February 1, 1953

RECEIVED
SEP 11 1950
OREGON
STATE HIGHWAY COMMISSION

"EXHIBIT A"

3-1180

August 12, 1950

Rental per agreement from 7/20/50 to 7/29/50 on TD9			$ 62.50
" " " " " " " " PW Trailer			8/25
Total rental due			70.75
Repairs - Primus & Sons*		$ 827.64	
Less: 2 rollers	$59.40		
Pins and brushings	35.00	94.40	
Net repairs			733.24
3 days time at John Day @ $16.00 per day (Our operator)			48.00
Actual expense for time at John Day for operator (Wm. Johnson)			23.70
3½ days at $16.00 per day working on cat at Primus & Sons			54.00
Cost of new decking for trailer			13.44
Relining brakes on trailer			21.40
Tire $84.50 less 50% salvage value			42.25
Total due			1,006.78

RECEIVED
JAN 30 1950
FOR FILING

12-8307

3256

January 27, 1950

Mr. Barney B. Helser
Molalla
Oregon

Dear Sir:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3256 which was awarded to you on December 19, 1949 by the State Highway Commission, covering the Dixie Summit-Baker County Line Section of the John Day Highway in Grant County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded

RECEIVED
DEC 22 1949
FOR FILING

12-8307

3256

December 21, 1949

Barney B. Helser
Rt. 2,
Molalla, Oregon

Dear Sir:

The State Highway Commission on December 19, 1949, awarded you the contract for the Dixie Summit-Baker County Line Rock Production Project on the John Day Highway, in Grant County. This award was based on your low bid of $25,400.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

rm

cc - S.H. Probert

S-260(3) W. Unit, Hamilton-Long Creek 1949
Sec., Kimberly-Long Cr. Secon.
#3257 Hwy.

RECEIVED
1951
FOR FILING

8262 (3) K. H. Baldock

3374

October 27, 1951

W. Unit, Hamilton-~~Long Creek~~
Contract ~~#3374~~
3257

FINAL COST ANALYSIS
Grading & Oil Mat Surf.
~~Stevenson~~ Construction Company
Claude Mahan, Resident Engineer

Kimberly-Long Creek Hwy.
Prefix 112-1021

NOTED
State Highway Engineer

Items	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	All		$3,000.00	$	$ 2,420.11	$ 3,000.00
Struct. Excav., Unclass.	329.2	Cu. Yds.	3.00	1.86	612.32	987.60
Trench Exc., Unclass.	57.8	Cu. Yds.	3.00	1.83	105.59	173.40
General Exc., Unclass.	64,768.3	Cu. Yds.	0.50	0.496	32,148.96	32,384.15
Short Overhaul	68,445.8	Yd. Sta.	0.02	0.017	1,147.78	1,368.92
Long Overhaul	854.59	Cu.Yd. Sta.	0.50	0.495	423.19	427.30
Finish R/B & Slopes	5.44	Miles	500.00	560.20	3,047.53	2,720.00
Rounding Cutbanks	11,585	Lin. Ft.	0.20	0.16	1,845.52	2,317.00
18" Corr. Metal Pipe	796	Lin. Ft.	3.50	3.65	2,904.94	2,786.00
24" Corr. Metal Pipe	192	Lin. Ft.	4.50	5.28	1,013.66	864.00
30" Corr. Metal Pipe	40	Lin. Ft.	5.50	6.65	266.26	220.00
72" Corr. Metal Pipe, Uncoated	48	Lin. Ft.	33.00	23.26	1,116.26	1,584.00
72" Arch-Type Corr. Metal Pipe	40	Lin. Ft.	23.00	24.25	969.84	920.00
Salvaging Culvert Pipe	530	Lin. Ft.	2.00	1.87	990.98	1,060.00
*2" - 0 Rock in Base & Shldr.	24,605	Cu. Yds.	2.10	1.80	44,362.82	51,670.50
*3/4" - 0 Rock in Base & "	6,660	Cu. Yds.	2.10	1.80	12,007.98	13,986.00
* **Sprinkling	1,909.4	M/Gal.	2.50	2.55	4,876.18	4,773.50
**Preparation of Base	5.44	Miles	200.00	167.67	912.13	1,088.00
* **Furnish & Plac. Aggr.	2,187	Cu. Yds.	4.00	3.34	7,300.20	8,748.00
**Furnish & Place RC 3 Asphalt in Binder	100.73	Tons	50.00	48.27	4,862.49	5,036.50
**Furnish & Place 151-200 Asp.	172.19	Tons	50.00	45.54	7,841.68	8,609.50
*3/4" - ½" Cr. Rock in Stock P.	184.78	Cu. Yds.	2.10	1.474	272.36	388.04
*½" - ¼" Cr. Rock in SP	558.5	Cu. Yds.	2.10	1.474	823.22	1,173.48
*¼" - 0" Cr. Rock in SP	340	Cu. Yds.	2.10	1.474	501.16	714.00
*S.P. Screen rejects	600	Cu. Yds.	0.25	0.25	150.00	150.00
					$132,922.16	$147,149.89

Item	Gross Revenue	Total Cost	Net Profit	% Profit
Stevenson Construction Co.	51,140.42	49,012.94	2,127.48	4.2%
Rush Construction Co.	77,324.72	67,049.17	10,275.55	13.3%
J. C. Compton & Co.	18,684.75	16,860.08	1,824.67	9.8%
Total	$147,149.89	$132,922.16	$14,227.70	9.7%

* Work done by Rush Construction Co.

**Work done by J. C. Compton & Co.

West Unit-Hamilton-Long Creek - Kimberly-Long Creek Hwy.
Contract ~~#9374~~ 3257
Stevenson Construction Co.

Detail of Cost

Labor:

Supervision	$ 1,875.00	
Labor	17,028.32	
Labor Insurance	952.79	
		$19,856.11

Materials:

18" Corr. Metal Pipe	796	Lin. Ft.	at	$ 2.30		$1,830.80	
18" Metal Bands	22	Bands	"	3.45	ea.	75.90	
24" Corr. Metal Pipe	192	Lin Ft.	"	3.57		685.44	
24" Metal Bands	7	Bands	"	4.10		28.70	
30" Corr. Metal	40	Lin. Ft.	"	4.53		181.20	
30" Metal Bands	2		"	6.00	"	12.00	
72" Corr. Metal Pipe Uncoated	48	Lin. Ft.	"	16.65		799.20	
72" Metal Bands	2		"	27.65	"	55.30	
72" Arch Type Corr. Metal P.	40	Lin. Ft.	"	17.42		696.80	
72" Metal Arch Bands	1		"	34.00	"	34.00	
							4,399.34

Equipment Rentals & Misc. Expense:

Equipment (Owned)	13,947.80	
" (Hired)	3,144.94	
Explosives	588.83	
Drill Steel & Bits	349.71	
Gas, Oil & Grease	3,501.93	
Small Tools & Misc. Supplies	717.72	
P.U.C. Fees	270.29	
P.L. & P.D. Insurance	225.04	
Bond	688.75	
Home Office & General Overhead	1,322.48	
		24,757.49

Total cost $49,012.94

West Unit-Hamilton-Long Creek - Kimberly-Long Creek Hwy.
Contract ~~#3374~~ 3257
Dick Rush

Detail of Cost

Labor:		
Supervision	$ 1,625.00	
Labor	23,949.78	
Labor Insurance	1,992.02	
		27,566.80
Equipment Rentals & Misc. Expense		
Equipment Rentals (Owned)	21,032.60	
Equipment Hired	1,734.00	
Gas, Oil & Grease	6,803.92	
Explosives, Drill Steel & Bits	4,256.28	
P.U.C. Fees	274.91	
P.L. & P.D. Insurance	191.81	
Small Tools & Misc. Supplies	1,442.60	
Bond	212.25	
Freight & Cartage	1,625.68	
Home Office & General Overhead	1,908.32	
		39,482.37
Total Cost		$67,049.17

Breakdown of Crushing Cost

Quarry Located at Mile Point 25.29

	Quantity	Unit	Total Cost	Unit Cost
Striping Pit	34,535	Cu. Yds.	$ 1,065.53	$0.03
Move In & Set Up	34,535	" "	6,397.53	0.185
Drill & Shoot	34,535	" "	8,857.04	0.256
Load & Haul to Crusher	34,535	" "	10,443.52	0.302
Crushing	34,535	" "	19,135.32	0.559
Cost in Bunker	34,535	Cu. Yds.	$45,898.94	$1.332

Actual crushing time 494½ hours for an average of 69.8 cu. yd. per hour.

Note: The quarry used at M.P. 25.29 was depleted.

West Unit-Hamilton-Long Creek - Kimberly-Long Creek Hwy.
Contract #~~3374~~ 3257
J. C. Compton Co.

Detail of Cost

Labor:			
Supervision		$ 262.50	
Labor		3,985.51	
Labor Insurance		259.13	
			4,507.14
Materials:			
R C 3 Asphalt	100.73 tons at $22.00	2,216.06	
151-200 Asphalt	172.19 tons at 20.00	3,443.80	
Freight on Asphalt		2,539.92	
			8,199.78
Equipment Rentals & Misc:			
Equipment Rentals		2,163.42	
Gas, Oil & Grease		999.85	
P.U.C. Fees		78.79	
Small Tools & Misc. Supplies		216.50	
P.L. & P.D. Insurance		87.60	
Bond		122.25	
Home Office & General Overhead		484.75	
			4,153.16
Total Cost			$16,860.08

West Unit-Hamilton-Long Creek - Kimberly-Long Creek Hwy.
Contract #3394 3257

Remarks:

This was a "Federal Aid Secondary Project," the contract, calling for grading, surfacing, oiling and stockpile material on the West Unit, Hamilton-Long Creek Section of the Kimberly-Long Creek Highway. The project was bid and awarded December 19, 1949, work was started March 15, 1950, and completed June 28, 1951.

The clearing and grubbing consisted of scattered juniper and the removal of two wooden bridges. The contractor used D8 cat and dozer, 1/2 cu. yd. shovel, 1-5 cu. yd. truck and hand labor on clearing.

General excavation consisted of lava rock, rock and common materials, the lava rock and rock required drilling and shooting and part of it was ripped and taken out with D8 cats and scrapers. Due to early spring move in and before all frost was out of the ground, very little progress was made the first month of grading. This item shows a very small profit, grading was completed on this project June 30, 1950.

All crushed materials were produced by Dick Rush, Construction Company Subcontractor. A 3 crusher portable crushing plant was set up in quarry located at M.P. 25.29. Crushing operations started July 10, 1950, and completed September 20, 1950. A-315 compressor, wagon drill, jack hammers and two men did the drilling and shooting in the quarry, A 3/4 cu. yd. shovel was used to load the rock and two-5 cu. yd. trucks hauled to the crusher. All crushed surfacing was hauled direct from the plant and placed on the road by Dick Rush, and all oil aggerate was stock piled at the plant. Due to the late move in of the crushing plant, the surfacing was not completed in time for the oiling contractor to oil in 1950. The crushing contractor having good equipment and with good production realized a nice profit.

Due to being so late in the season, J. C. Compton, Subcontractor on oiling, who was located close to this project was not premitted tooil in the Fall of 1950. So on June 21, 1951, the following year, he moved in a complete oiling crew and completed the oiling June 28, 1951. Due to the winter hold over and a long move in the following year the cost of oiling was increased.

This job as a whole shows a fair profit.

E. H. Clymer
Cost Analyst

By . . K. T. Bechter

RECEIVED
1951
FOR FILING

S260(3)

3257

OREGON STATE HIGHWAY COMMISSION
(date)
Sep. 25, 1951

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3257	10-final	Stevenson Constr. Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
16052	B-24497	$4,414.50	Sep. 24, 1951

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. A. Wichlander
ACCOUNTING DIVISION

Specified Completion Date: Sep. 30, 1950

Time Extensions: Extended to July 31, 1951 without penalty

Completion Date: June 28, 1951

Date Accepted: July 16, 1951

Penalties: None of record

Claims: None of record

Remarks:

Date: Sep. 25, 1951.

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: SEP 25 1951
A.A. Wichlander

RECEIVED
SEP 6 1951
FOR FILING

S 260 (3)

3257

September 5, 1951

Phoenix Indemnity Company
360 Pine Street
San Francisco, Calif.

Attention: Mr. J. A. Wynne

Gentlemen:

State Highway Contract No. 3257 covering work performed on the West Unit, Hamilton-Long Creek Section of the Kimberly-Long Creek Highway in Grant County was completed by the contractor, Stevenson Construction Co., on June 28 and was formally accepted by the Highway Commission on July 16, 1951.

Final payment in the amount of $4,414.50 will be made to the contractor on or after September 15, 1951. The total contract amount is $147,149.89, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

el

cc: Mr. J. S. Lochead
316 N. Church St.
Salem, Oregon

NOTED ON CARD

RECEIVED
JUL 25 1951
FOR FILING

S 260 (3)

3257

July 25, 1951

Phoenix Indemnity Company
360 Pine Street
San Francisco, Calif.

Attention: Mr. J. A. Wynne

Dear Sir:

The State Highway Commission is prepared to make semi-final payment to Stevenson Construction Co. on contract No. 3257, for grading and surfacing on the West Unit, Hamilton-Long Creek Section of the Kimberly-Long Creek Highway in Grant County. This payment, in the amount of $19,791.32, will be made on or after August 4, 1951. The retained percentage is $4,414.50.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. J. S. Lochead
316 N. Church St.
Salem, Oregon

NOTED ON CARD
7-25-51

Form E-1—10M—7-50

2760 (2)

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 7, 1951

Section West Unit-Hamilton Long Creek

Kind of work Grading Surfacing & Oiling

Highway Kimberly - Long Creek

Section prefix II2 - I02I

Contractor Stevenson Construction Co.

Contract number 3257

Date of contract Dec. I9, 1949

Date of completion Sept. 30, 1950

Date work started March I5, 1950

Estimated date of completion Completed 19

Amount of contract $ I56,455.

Per cent of time elapsed Elapsed extd. to July 3I,5I

Estimated cost of completed project, exclusive of engineering $ I47,478

Per cent of contract completed, based on total contract price I08 %

Engineering cost to date $ I0,800, 7.9I %

Date project was completed June 28, 1951

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semifinal mailed to Division Office July 6,195I.

Final report

NOTED
H. G. SMITH

NOTED
H. W. LIBBY

NOTED
E. A. [illegible]

RECEIVED
JUL 9 1951
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
R. A. [illegible]

Signed Claude Mahan

Address John Day, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	5.44	5.44	5.44	5.44	
Miles partially completed					
Miles completed	5.44	5.44	5.44	5.44	
Total estimated quantities	64,748	51,265	1084	275 tons 2187 yds.	
Estimated quantities moved or placed to date	*	*	*	*	
Average daily quantities					
Average daily quantities necessary to complete project on time	Completed		completed	completed	
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Cloudy		
Wednesday	Cloudy		
Thursday	Rain		
Friday	Fair		
Saturday	Fair		

RECEIVED
JUL 10 1951
FOR FILING

S260(3)

3257

July 5, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on June 28, 1951 on Contract No. 3257, West Unit, Hamilton-Long Creek Section, in connection with Federal Aid Project No. S-260 (3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

[redacted]:sw

cc: John Cattrall

RECEIVED
MAY 2 1951
FOR FILING

8260-3

3257

May 2, 1951

Standard Oil Company of California
P. O. Box 950
Portland 7, Oregon

Attention: Mr. E. A. Hrdlicka

Gentlemen:

We have your letter of April 30 concerning the status of State Highway Contract No. 3257 awarded to Stevenson Construction Company for grading and surfacing the West Union, Hamilton-Long Creek Section on the Kimberly-Long Creek Highway in Grant County.

This contract, originally, was scheduled for completion September 30, 1950, but it has been extended to July 31, 1951. The work which remains to be done is principally surfacing work in the form of oiling and is estimated at about $25,000. To date the contractor has been paid $122,944.07. The retained percentage being held at this time is $4,500.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

STANDARD OIL COMPANY OF CALIFORNIA

MARKETING DEPARTMENT
E. V. BURNS
DISTRICT MANAGER
G. H. MOORE
G. O. MACAULAY
ASSISTANT DISTRICT MANAGERS
F. J. WAYMIRE
ASSISTANT TO THE DISTRICT MANAGER

PORTLAND 7, OREGON

OFFICE
10TH FLOOR PACIFIC BLDG.
520 S. W. YAMHILL STREET
P. O. BOX 550

April 30, 1951

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

We are interested in securing some information as to the present status of an Oregon State Highway job in Grant County described as,

"Grading and surfacing the Hamilton-Long Creek Section of the Kimberly-Long Creek Highway."

The job is covered by Contract Number 3257.

Rush Construction Company of Enterprise, Oregon, who is a sub-contractor under the Stevenson Construction Company on this job, is owing a considerable sum of money, and it would be appreciated if you would inform us if this job has been completed and if not what extension has been granted for the completion of the work.

We should also be interested in learning the amount of the estimates that have so far been paid on this particular job.

A self-addressed envelope is being enclosed for your convenience in replying.

Very truly yours,

STANDARD OIL COMPANY OF CALIFORNIA

By E. L. Hrdlicka
District Credit Manager

Paid 122,944.07
retained 4500.00

DD:dh
Encl

about $25,000 to complete
mostly oiling

RECEIVED
APR [illegible]
FOR FILING

S-260(3)

3257

March 30, 1951

Baker and Parker
Pythian Building
Hood River, Oregon

Attention: Mr. Vawter Parker

Sec. 11-8303
#3282

Gentlemen:

Your letter of March 29 concerning four state highway contracts has been received. The information requested is listed below in the same order as you showed them in your letter.

1. Contract 3446, awarded to Rush Construction Company for rock production on the Eightmile-Heppner Section of the Wasco-Heppner Highway in Morrow County. Surety is United States Fidelity and Guaranty Company with L. Reilly, Cascade Building, Portland 4, acting as agent. Completion date is set for July 31, 1951.

2. Contract 3257, awarded to Stevenson Construction Company for grading and surfacing the West Unit, Hamilton-Long Creek Section of the Kumberly-Long Creek Highway in Grant County. Phoenix Indemnity Company is the surety; their agent is J. S. Lochead, 316 North Church Street, Salem. Date of Completion is set for July 31, 1951.

3. Contract 3282, awarded to Oscar E. Joelson for rock production on the Rock Creek-Condon-Service Creek Section of the Wasco-Heppner and John Day highways in Gilliam and Wheeler counties. Surety is the Great American Indemnity Company whose agent is Wells-Reed Insurance, 412 Failing Building, Portland 4. The contract was completed September 1, 1950, and accepted by the Commission on October 26, 1950. Final payment was mailed to the contractor on December 1, 1950.

The fourth job which you mentioned, Mr. Oscar Joelson, sub-contractor to T. W. Thomas at Mt. Vernon, we find is a Bureau of Public Roads job and concerning which we do not have the information shown on the jobs above. P.O. Box 3900, Portland, Ore

In the event that it is desired to protect any claims against the state highway contracts for a period longer than six months following completion and acceptance of the jobs, it is suggested that the claims be filed with the Secretary of State.

RECEIVED
NOV 27 1950
FOR FILING

S 260 (3)

3257

November 17, 1950

Stevenson Construction Co.
2045 South 19th St.
Salem, Oregon

Gentlemen:

The State Highway Commission, at its meeting on November 9, 1950, had under discussion your request for an extension of time of 304 days, from September 30, 1950 to July 31, 1951, within which to complete your contract No. 3257 for grading and surfacing on the West Unit, Hamilton-Long Creek Section of the Kimberly-Long Creek Highway in Grant County.

I am pleased to inform you that the Highway Commission granted your request without penalty. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: E. F. Chidsey,
Division Engineer

Claude Mahan,
Resident Engineer

H. G. Smith

NOTED ON CARD
11-17-50 gl

RECEIVED
OCT 27 1950
FOR FILING

2260 (3)

3257

October 25, 1950

Request for extension of time
No. 16
November 9 and 10 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Stevenson Construction Company for an extension of time on Contract No. 3257, West Unit, Hamilton-Long Creek Section, from September 30, 1950 to July 31, 1951.

Because of heavy snows in this area, the Contractor was unable to start work until March 15, 1950 and was not able to complete the grading and surfacing in time to permit the final oiling without the possibility of running into rainy weather. The Contractor was requested to delay the oiling until next spring.

For this reason I recommend that the extension be granted without penalty, and Mr. T. M. Davis of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.
cc Mr. W. C. Williams
Mr. H. G. Smith

hi

RECEIVED
OCT 19 1950
FOR FILING

S-260 (3)

3297

October 18, 1950

Mr. T. M. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time on Contract No. 3297, West Unit, Hamilton-Long Creek Section, Ore. S-260 (3) from September 30, 1950 to July 31, 1951 to Stevenson Construction Co., Contractors.

Because of heavy snows in this area the contractor was unable to start work until March 15, 1950 and was not able to complete the grading and surfacing in time to permit the final oiling without running into possible rainy weather. The contractor was requested to delay the oiling until next Spring.

For this reason I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By:

W. C. Williams
Assistant State Highway Engineer

cc: H. G. Smith

RECEIVED
1950
FOR FILING

8 26 (3)

3257

File

3257

AL MANAGER
RESIDENT
R. ROBINSON, VICE PRESIDENT

T. J. IRVINE, VICE PRESIDENT
E. W. LAROCQUE, VICE PRESIDENT
C. A. CRAFT, VICE PRESIDENT
J. F. CUNNINGHAM, SECRETARY AND TREASURER

Phœnix Indemnity Company

PACIFIC COAST DEPARTMENT
360 PINE STREET
SAN FRANCISCO 4, CALIFORNIA

J. S. SHEPPARD
MANAGER

R. ALLEN HICKMAN
ASSOCIATE MANAGER

October 26, 1950

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Re: Stevenson Construction Co.

Gentlemen:

This is to acknowledge your letter of October 17th advising us of the intention of the State Highway Commission to release to Stevenson Construction Co. a portion of the funds which have been retained by the Commission, in connection with contract No. 3257. The payment to be in the amount of $22,416.85.

Very truly yours,

Joseph A. Wynne
Joseph A. Wynne
Superintendent, Bond Department

JAW:keh

10-26-50,7P

IVED
1 1950
OR FILING

8260(3)

3257

October 17, 1950

Phoenix Indemnity Company
360 Pine Street
San Francisco, Calif.

Attention: Mr. J. A. Wynne

Gentlemen:

It is the intention of the State Highway Commission to release to Stevenson Construction Co. a portion of the funds that heretofore have been retained by the Commission, in connection with contract No. 3257 covering the West Unit, Hamilton-Long Creek Section of the Kimberly-Long Creek Highway in Grant County. This payment, which is in the amount of $22,416.85, reduces the retained percentage to $4,500.00 lump sum. The present payment will be made on or after October 27, 1950.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. J. S. Lochead
316 N. Church St.
Salem, Oregon

[illegible]

10-17-50

RECEIVED
JUN 12 1950
FOR FILING

S-260(3)

3237

5301

June 9, 1950

Mr. T. M. Davis
District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

In answer to your letter of May 15, regarding the adequacy of the surfacing on the West Unit, Hamilton-Long Creek Section of the Kimberly-Long Creek Highway, Project S-260 (3), in view of the fact that the adjoining project, S-260 (2), is showing marked distress from log hauling, advise that we have given your question careful study.

The Commission recently authorized an expenditure of $50,000 to strengthen the surfacing on S-260 (2).

Considerable thought has been given to the failure of bituminous surfaces in the last several years. This is not due entirely to the lack of subbase thickness, but is caused, to a great extent, by the lack of compaction in the base. After construction, the base compacts further under heavy traffic, causing hatched checks in the oil and allowing water to enter the subgrade. We believe that this lack of compaction is to a considerable extent due to the modern method of surfacing. Contractors, in their zeal to reduce costs, have acquired larger and larger plants and in most instances stock pile or haul a great amount of material. It is then placed on the road in a short time and receives no compaction from traffic as in former years when the daily output was not to exceed three or four hundred yards.

With reference to the West Unit, Project S-260 (2), we believe that we can strengthen the weaker sections by a judicious use of the rock allowance and that more intensive rolling will compact the base, and we trust the failures which occurred in the former job will not be present. However, we plan to make a further inspection and may request cooperation for the placement of additional surfacing.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc: W. C. Williams
H. G. Smith
E. F. Chidsey
HGS:RHB:er

ASSIGNMENT

No. 5301

17, 1950

By [illegible]

ption: T. M. Davis' letter of May 15 re inspection of Unit, Hamilton-Long Creek Section of Kimberly-Long Creek ighway, Project S-260 (3).

Acknowledged by _____ Referred to H. G. Smith

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
xx Please prepare for Baldock's signature

Assignment executed ______ Report received ______

Remarks:

6-8-50
hi

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
~~PUBLIC ROADS ADMINISTRATION~~
~~FEDERAL WORKS AGENCY~~
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX [illegible]
PORTLAND 8, OREGON

May 15, 1950

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

A report of an inspection of the West Unit, Hamilton-Long Creek Section of the Kimberly-Long Creek Highway, Project S-260(3) comments on the similarity of subgrade soils on this section and adjoining project S-260(2) completed in 1948. The report further mentions that surfacing on the latter is showing marked distress mainly due to log hauling. As surfacing depths proposed on S-260(3) are identical to depths placed on the section now in distress it appears that some study and positive action is warranted to avoid a repetition of the failures on the old project.

We will appreciate advice as to the action you will take.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

RECEIVED
MAY 16 1950
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO
H G Smith
State Highway Engineer
Please prepare answer

RECEIVED
FOR FILING

Department of Commerce
BUREAU OF PUBLIC ROADS
~~PUBLIC ROADS ADMINISTRATION~~
~~FEDERAL WORKS AGENCY~~
DIVISION EIGHT

ALASKA
MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

May 22, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon S-260(3)
West Unit, Kimberly-
Long Creek

Dear Sir:

We are forwarding herewith for your files an executed copy of the project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: LCaufield
L. J. Caufield
Principal Highway Engineer

Encls.

27

State Oregon

Federal-aid Secondary Project No. S-260(3)

PUBLIC ROADS ADMINISTRATION

FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 18th day of May, 1950, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 3rd day of June, 1949, a program, which was approved on the 12th day of August, 1949, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 2nd day of December, 1949; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of eighty-seven thousand and 00/100 dollars ($87,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16—11370-8

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit: Chapter 175, Laws 1917; Chapter 31, Laws 1920;

(a) By the State Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(b) From other sources ____________ (State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates: Survey station 1143+60 in NW 1/4, Section 34, T. 9 S., R. 28 E.,

Between W. M., and survey station 1431+50 in NE 1/4, Section 5, T. 10 S.,

R. 29 E., W.M., without exception,

length 5.444 miles, in Grant County,

being Oregon Federal-aid / Secondary project No. S-260(5), consisting of 5.444 miles of ~~xxxxxxxxxxxxxx~~ roadway and ________ bridges, each of more than 20 feet clear span, ________ of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of eighty-seven thousand and 00/100 dollars ($87,000.00), which does not exceed the authorized Federal pro rata share of one hundred forty-six thousand, one hundred forty-nine and 30/100 dollars ($146,149.30), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)
Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By M. A. McIver

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division Engineer,
Public Roads Administration.

RECOMMENDED FOR APPROVAL

STATE HIGHWAY ENGINEER

Attest

SECRETARY

U. S. GOVERNMENT PRINTING OFFICE 16—11379-2

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MAY 1 0 1950

RECEIVED
MAY 29 1950
DIVISION 8

RECEIVED
FOR FILING

April 21, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate as basis for project agreement for the West Unit, Hamilton-Long Creek Section, Project No. S-260 (3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWM:ga

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-260 (3)

WEST UNIT, HAMILTON-LONG CREEK SECTION OF THE KIMBERLY-LONG CREEK HIGHWAY IN GRANT COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 7, 1950

Type Code 3210
Roadway (Sta. 1143+60 to 1431+50)

All Required		Clearing and Grubbing	$	$ 3,000.00
260	cu. yds.	Structural Excavation, Unclassified	3.00	780.00
50	cu. yds.	Trench Excavation, Unclassified	3.00	150.00
65,800	cu. yds.	General Excavation, Unclassified	0.50	32,900.00
63,400	yd. stas.	Short Overhaul	0.02	1,268.00
420	C-yd. stas.	Long Overhaul	0.50	210.00
5.44	miles	Finishing Roadbed and Slopes	500.00	2,720.00
12,000	lin. ft.	Rounding Cutbanks	0.20	2,400.00
60	lin. ft.	12" Corrugated Metal Pipe	2.50	150.00
850	lin. ft.	18" Corrugated Metal Pipe	3.50	2,975.00
140	lin. ft.	24" Corrugated Metal Pipe	4.50	630.00
50	lin. ft.	30" Corrugated Metal Pipe	5.50	275.00
50	lin. ft.	72" Corrugated Metal Pipe, Uncoated	33.00	1,650.00
44	lin. ft.	72" Arch Type, Corrugated Metal Pipe	23.00	1,012.00
600	lin. ft.	Salvaging Culvert Pipe	2.00	1,200.00
19,700	cu. yd.	2" - 0" Rock in Base	2.10	41,370.00
6,600	cu. yd.	3/4" - 0" Rock in Base and Shoulders	2.10	13,860.00
650	M-gals.	Sprinkling	2.50	1,625.00
5.44	miles	Preparation of Base	200.00	1,088.00
2,400	cu. yds.	Furnishing and Placing Aggregate	4.00	9,600.00
100	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	50.00	5,000.00
180	tons	Furnishing and Placing 151-200 Asphalt	50.00	9,000.00
			Subtotal	$132,863.00
			10% Engr. & Cont.	13,286.30
			Total	$146,149.30

Length of Roadway 5.444 miles
Cost per mile $26,845.94

Federal Aid Secondary Funds- $ 87,000.00
State Funds- 59,149.30

$146,149.30

State Funds for Constr: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maint.: Chap. 529, laws 1939

November 15, 1949

Mr. T. M. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Hamilton CN

Dear Sir:

We are enclosing seven copies of estimate, four copies of right of way statement and one copy of form PR-9 covering program change for the West Unit, Kimberly-Long Creek Section, Project No. S-260 (3).

Six bid proposals and one set of full scale plans are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN:gs

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-260 (3)

Hamilton

WEST UNIT, ~~KIMBERLY~~-LONG CREEK SECTION

OF THE KIMBERLY-LONG CREEK HIGHWAY IN GRANT COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, November 15, 1949

Type Code 1210

Roadway (Sta. 1143+60 to 1431+50)

All Required		Clearing and Grubbing		$ 3,000.00
260	cu. yds.	Structural Excavation, Unclassified	$ 3.00	780.00
50	cu. yds.	Trench Excavation, Unclassified	3.00	150.00
65,800	cu. yds.	General Excavation, Unclassified	0.40	26,320.00
63,400	yd. sta.	Short Overhaul	0.02	1,268.00
420	C-yd. sta.	Long Overhaul	0.50	210.00
5.44	miles	Finishing Roadbed and Slopes	500.00	2,720.00
12,000	lin. ft.	Rounding Cutbanks	0.15	1,800.00
60	lin. ft.	12" Corr. Metal Pipe	2.00	120.00
850	lin. ft.	18" Corr. Metal Pipe	3.00	2,550.00
140	lin. ft.	24" Corr. Metal Pipe	4.50	630.00
50	lin. ft.	30" Corr. Metal Pipe	6.50	325.00
50	lin. ft.	72" Corr. Metal Pipe, Uncoated	32.00	1,600.00
44	lin. ft.	72" Arch Type Corr. Metal Pipe	28.00	1,232.00
600	lin. ft.	Salvaging Culvert Pipe	2.00	1,200.00
19,700	cu. yds.	2" - 0" Rock in Base	2.25	44,325.00
6,600	cu. yds.	3/4" - 0" Rock in Base and Shoulders	2.35	15,510.00
650	M-gal.	Sprinkling	3.00	1,950.00
5.44	miles	Preparation of Base	150.00	816.00
2,400	cu. yds.	Furnishing and Placing Aggregate	3.75	9,000.00
100	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	45.00	4,500.00
180	tons	Furnishing and Placing 151-200 Asphalt	43.00	7,740.00
			Subtotal	$127,746.00
			10% Engr. & Cont.	12,774.60
			Total	$140,520.60

Length of Roadway	5.444 miles
Cost per mile	$25,812.01

Federal Aid Secondary Funds- -	$ 87,000.00
State Funds- -	53,520.60
	$140,520.60

WEST UNIT, KIMBERLY-LONG CREEK SECTION

PROJECT NO. S-260 (3)

While negotiations for rights of way are in progress, fifteen parcels have not been acquired, nor has the right to occupy and use these parcels been secured, but it is now believed all necessary rights of way can be made fully available within twenty-five days.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

November 15, 1949

PR-9

PUBLIC ROADS ADMINISTRATION

COMMISSIONER:
ATTENTION--PROGRAM SECTION

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

November 15, 1949
(Date)

The following major program change of the individual project is requested:

Oregon
(State)

Postwar Federal Aid Secondary Highway Program
(Previous Program)

(Date of Approval)

COUNTY Grant

FA or FAS Route No. 437

	Item No.	Project No.	Termini	Project Cost Class of Work	Total Cost	Federal Funds	State Funds	Length Miles	Character of Proposed Work
Item as Now Programmed	90	S-260 (3)	2 mi. W. of Hamilton to 4 mi. West	Survey-Plans					Gr., Dr., 2-lane intermediate-type surfacing
				Right-of-Way					
				Construction					
				Total	150,000	87,000	63,000	6.00	
Requested Revision	90	S-260 (3)	2 mi. W. of Hamilton to 4.6 mi. West	Survey-Plans					Same
				Right-of-Way					
				Construction					
				Total	140,520	87,000	53,520	5.44	

Program Balance subsequent to approval of this and previously recommended change is: $

Reason for Change: Completion of survey and construction data developed the project originally planned exceeded the programmed cost. Accordingly, to stay within this cost the project length has been reduced. The revised end of project is at the connection with the Fox Valley road.

commended for approval ____________ District Engineer ________ (date)

Recommended: ____________ Division Engineer ________ (date)

Approved: ____________ Acting Commissioner ________ (date)

RECEIVED
MAR 22 1950
FOR FILING

S-260(3)

3257

March 17, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was started on March 15, 1950 on Contract No. 3257, West Unit, Hamilton-Long Creek Section, in connection with Federal Aid Project No. S-260 (3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

WCW:nd

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FOR FILING

8260 (3)

3257

January 11, 1950

Stevenson Construction Co.
2045 S. 19th St.
Salem, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3257, which was awarded to you on December 19, 1949 by the State Highway Commission, covering the West Unit, Hamilton-Long Creek Section of the Kimberly-Long Creek Highway in Grant County.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 1/11, gl

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX [illegible]
PORTLAND 8, OREGON

December 19, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in the award of contract on Oregon Project No. S-260(3), West Unit, Hamilton - Long Creek Section of the Kimberly - Long Creek Secondary Highway, to Stevenson Construction Company, Salem, Oregon, who submitted the low bids.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

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STATE HIG[illegible]

S-48(2) Lawen-Crane Sec., Burns-Crane Hwy. 1949
#3258

248(2)

3258

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FOR FILING

NOTED
State Highway Engineer

March 7th, 1951

FINAL COST ANALYSIS

Lawen-Crane
Contract #3258

G. E. Leseberg, Contractor
J. T. Burch, Resident Engineer

Burns-Crane Highway
Prefix 13-1025

Item	Amount	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
ØClearing & Grubbing	All	100%		$3000.00	$2,734.75	$3,000.00
ØStruct. Excav. Unclass.	542.1	Cu. Yd.	1.82	2.00	987.42	1,084.20
ØTrench Exc. Unclass.	3.8	" "	1.82	2.00	6.92	7.60
ØGen. Exc. Unclass.	86,160.4	" "	0.216	0.18	18,624.43	15,508.87
ØShort Overhaul	83,681.6	Yd. Sta.	0.018	0.02	1,524.23	1,673.63
ØLong Overhaul	463.4	C-Yd. Sta.	0.455	0.50	211.02	231.70
ØFinishing R/B & Slopes	10.9	Mile	272.33	300.00	2,968.45	3,270.00
Ø12" Corr. Metal Pipe	598	Lin. Ft.	2.38	2.30	1,424.70	1,375.40
Ø18" Corr. Metal Pipe	1,614	" "	3.40	3.30	5,488.14	5,326.20
Ø18" Concrete Pipe	129	" "	3.47	3.50	448.51	451.50
ØSalvaging Culvert Pipe	846	" "	1.82	2.00	1,540.96	1,692.00
Cinders in Base & Shld.	50,245	Cu. Yd.	0.30	0.35	15,078.33	17,585.75
Hauling Base & Shld. Material	134,772.5	Yd. Mi.	0.062	0.07	8,300.44	9,434.08
*Sprinkling	4,733.45	M/Gal.	2.70	2.50	12,779.81	11,833.63
*Preparation of Base	10.9	Mile	101.16	100.00	1,102.75	1,090.00
*Furn. & Place Agg. (Cinders)	6,885	Cu. Yd.	2.20	3.65	15,172.03	25,130.25
*Furn. & Place 151-200 Asphalt	553.85	Ton	37.28	40.00	20,649.13	22,154.00
*Furn. & Place H. X. Bitums Asphalt	163.95	"	45.94	44.0387	7,532.00	7,220.14
3/4"-½" Cinders in Stockpile	1,454.4	Cu. Yd.	1.28	2.30	1,860.18	3,345.12
½"-¼" Cinders in Stockpile	1,131.8	" "	1.28	2.30	1,447.57	2,603.14
¼"-0" Cinders in Stockpile	596.7	" "	1.28	2.30	763.18	1,372.41

Item	Amount	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
PA #1, Preparing Stockpile Site	All	100%		$100.00	$77.01	$100.00
S.P. Haul Adjustment, Favor of State	218.9	Yd. Mi.		0.10		- 21.[illegible]
					$120,721.96	$135,467.73

* Work done all or part by J. C. Compton Co.

ø Work done by E. M. Cox

	Revenue	Cost	Profit	% of Profit
C. E. Leseberg	$94,638.29	$83,570.14	$11,068.15	11.7%
J. C. Compton	40,829.44	37,151.82	3,677.62	9.0%
Total	$135,467.73	$120,721.96	$14,745.77	10.9%

C. E. Leseburg

Detail of Cost

Labor:			
Supervision & Labor		$16,885.97	
Labor Insurance		1,203.65	
			$18,089.62
Materials:			
12" Corr. Metal Pipe	598 feet at $1.71	$1,022.58	
12" Metal Bands	23 bands at $2.09	48.07	
18" Corr. Metal Pipe	1,614 feet at $2.38	3,841.32	
18" Metal Bands	35 bands at $3.56	124.60	
18" Concrete Pipe	129 feet at $1.80	232.20	
			5,268.77
Equipment Rentals and Misc. Expense:			
Equipment Rentals (Owned)		$13,889.84	
Hired Trucks (Inc. Operators)		9,584.78	
Gas, Oil and Grease		4,179.98	
P.U.C.		142.60	
Move In		468.70	
Small Tools & Misc. Supplies		648.50	
Cost of Water		50.00	
P.L. & P.D. Insurance		671.40	
Bond		935.86	
Home Office & General Overhead		1,049.60	
			31,621.26
Work Done by E. M. Cox, Subcontractor			28,590.49
Total Cost			$83,570.14

J. C. Compton

Detail of Cost

Labor:			
Supervision		$504.01	
Labor		6,641.88	
Labor Insurance		416.61	
			$7,562.50
Materials:			
151-200 Asphalt From Portland	173.67 Tons at $20.00	$3,473.40	
Freight on 151-200 Asphalt from Portland	$11.954 per Ton	2,076.05	
H. X. Bitums Asphalt	163.95 Tons at 0.1015 per Lb.	3,941.14	
Freight on H. X. Bitums Asphalt	$11.954 per Ton	1,959.86	
151-200 Asphalt from Sinclair	380.18 Tons at $ 9.60	3,649.73	
Freight on 151-200 Asphalt from Sinclair	$17.00 per Ton	6,463.06	
			21,563.24
Equipment Rentals and Misc. Expense:			
Equipment Rental (Owned)		$3,691.08	
Gas, Oil & Grease		2,102.79	
Small Tools & Misc. Supplies		268.75	
P.U.C. Fees		63.51	
P.L. & P.D. Insurance		473.85	
Bond		284.92	
Home Office and General Overhead		1,139.18	
			8,026.08
Total Cost			$37,151.82

Breakdown on Crushing Costs

	Cost	Quantity	Unit	Unit Cost
Stripping, Move In & Set Up	$2,561.41	10,067.9	Cu. Yd.	.254
Doze to Crusher	1,687.20	10,067.9	Cu. Yd.	.167
Crush	5,185.57	10,067.9	Cu. Yd.	.515
Haul to Stockpile (Av. Haul 3.6 Miles)	1,895.80	10,067.9	Cu. Yd.	.188
Stockpiling	496.25	3,182.9	Cu. Yd.	.155
	Total Cost per Cu. Yd.			$1.279

Remarks:

This contract was a "Federal Aid Secondary Project" to regrade, place cinder topping, construct O-11 oil mat and furnish 3,300 cu. yds. of cinders in stockpiles. The contract was bid and awarded December 19th, 1949. Work started May 22nd, 1950, and was completed September 15th, 1950.

Clearing consisted of sagebrush which was cleared with D-8 cat and scraper. The scraper, having no back in, was used with the D-8 cat. By lowering the cutting blade on the scraper, it let the sagebrush and dirt drift on through the scraper, then the sagebrush was raked up and burned.

General excavation consisted of sandy material and was moved by E. M. Cox, subcontractor, who hired part of the equipment required for the grading. High rental rates on hired equipment resulted in a loss on grading work.

The cinder topping was hauled from a state-controlled cinder pit located 0.25 mile south of M.P. 24.6 on the Burns-Crane Highway. The cinder topping was loaded with ½ cu. yd. shovel and hauled in 8-10-15 cu. yd. trucks and handled on the road by two blades, two rollers and 1 D-8 cat and dozer which was used part time.

The oil aggregate and stockpile cinders were crushed from state-controlled pit located 0.25 mile south of M.P. 26.9 on the Burns-Crane Highway. The contractor used a Cedar Rapids portable crusher. The plant was fed with D-7 cat and dozer with an average production of 43.5 cu. yds. per hour.

J. C. Compton subcontracted the oiling, started moving in equipment September 1st, 1950, and completed the oiling September 15th, 1950. Part of the 151-200 asphalt was bought from Sinclair Oil Co. and shipped into Crane, Oregon, in tank cars. H. X. Bitums asphalt and 173.67 tons of 151-200 asphalt were shipped from Portland, Oregon, in transport trucks. Good supervision and equipment resulted in a fair profit on the oiling.

The prime contractor and J. C. Compton, subcontractor, having good supervision and equipment, were able to realize a fair profit on this project.

E. H. Clymer
Cost Analyst

By . . K. T. Wechter

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FEB 20 1951
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848(2)

OREGON STATE HIGHWAY COMMISSION
(date)
Feb. 16, 1951

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3258	7-final	C. E. Leseberg	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
2231	9927	$ 4,067.22	2/16/51

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

- -

Specified Completion Date: Sep. 30, 1950

Time Extensions: None required

Completion Date: Sep. 15, 1950

Date Accepted: Sep. 28, 1950 ✓

Penalties: None of record ✓

Claims: None of record ✓

Remarks:

- -

Date: 2-19-51

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:

NOTED ON CARD
2-20-51 JP

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1951
FOR FILING

S48(2)

3258

February 2, 1951

Glens Falls Indemnity Co.
Pacific Coast Dept.
Mills Tower
San Francisco, Calif.

Gentlemen:

Please be advised that State Highway Contract No. 3258, for grading and surfacing on the Lawen-Crane Section of the Burns-Crane Highway in Harney County, has been completed by the contractor, C. E. Leseberg, and that final payment in the amount of $4,067.22 will be made on or after February 13, 1951.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

For your information we wish to advise that the total contract amount is $135,467.73, and that no force account work was performed on the project. This contract was completed September 30, 1950 and accepted by the Commission September 28, 1950.

We are sending you this notice as your Company is surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. Bernard Eastman
P. O. Box 2
Nyssa, Oregon

NOTED ON CARD

RECEIVED
18 1951
FOR FILING

848 (2)

3258

January 18, 1951

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco, Calif.

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to C. E. Leseberg on contract No. 3258, for grading and surfacing on the Lawen-Crane Section of the Burns-Crane Highway in Harney County. This payment, in the amount of $953.25, will be made on or after January 29, 1951. The retained percentage is $4,063.93.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. Bernard Eastman
P. O. Box 2
Nyssa, Oregon

NOTED ON CARD

Form E-1—5M—3-50

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 13, 1951

Section Lawen - Crane

Kind of work Gradingand Oil Mat Surfacing

Highway Burns - Crane

Section prefix 13-1025 S-48(2)

Contractor C. E. Leseberg

Contract number 3258

Date of contract December 19, 1949

Date of completion September 30, 1950

Date work started May 22, 1950

Estimated date of completion September 15, 50

Amount of contract $131,265.

Per cent of time elapsed 100. %

Estimated cost of completed project, exclusive of engineering $134,721.

Per cent of contract completed, based on total contract price 100. %

Engineering cost to date $10,678., 8.1 %

Date project was completed September 15, 1950

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-Final Estimate sent to the Division Engineer on January 6.

FINAL REPORT

RECEIVED
JAN 15 1951
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
B. A. MARTIN

Signed John T. Burch

Address Burns, oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	10. 9	10.9		10.9	
Miles partially completed					
Miles completed	10.9	10.9		10.9	
Total estimated quantities	97000.	55000.	3300.	660 tons Asphalt 7500. C.Y. Agg.	
Estimated quantities moved or placed to date	86100.	50245.	3190	718. tons Asphalt 6885. C.Y. Agg.	
Average daily quantities	846	1036.	77.	72 Tons 765 C. Y.	
Average daily quantities necessary to complete project on time	Completed	Completed	Completed	Completed	
Number shifts per day					
Hours per shift					
Average force on project for week	0	0	0	0	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	Cloudy		
Tuesday	Cloudy		
Wednesday	Snow		
Thursday	Snow		
Friday	Cloudy		
Saturday	Cloudy		

State Printing Dept. 26842

Files

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8-48(2)
3258

[illegible] VICE PRESIDENT
R. LYNN COLOMB, ASST. MGR.
PACIFIC COAST DEPARTMENT
8TH FLOOR MILLS TOWER
SAN FRANCISCO [illegible]

ARTHUR M. COLOMB
SUPERINTENDENT BONDING DEPT.

Glens Falls
INDEMNITY COMPANY
of Glens Falls, New York

SAN FRANCISCO 4, CALIFORNIA

October 23rd, 1950

VIA AIR-MAIL

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Re: Contract No. 3258 - C. E. Leseberg Contract for Lawen-Crane Section of the Burns-Crane Highway in Harney County.

We herewith acknowledge receipt of your October 17th, 1950 letter, outlining the status of the above contract.

We are advised by our Principal that there are no unpaid claims for labor or materials.

We wish to thank you for this advice, and also for your response to our Status Inquiry signed by your office October 3rd, 1950, that the job is 100% complete, and was accepted September 28th, 1950.

Yours very truly,

Arthur M. Colomb
ARTHUR M. COLOMB

AMC:to

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OCT 24 1950
OREGON
STATE HIGHWAY COMMISSION

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325-8

October 17, 1950

Glens Falls Indemnity Co.
Pacific Coast Dept.
Mills Tower
San Francisco, Calif.

Gentlemen:

It is the intention of the State Highway Commission to release to C. E. Leseberg a portion of the funds that heretofore have been retained by the Commission, in connection with contract No. 3258 covering the Lawen-Crane Section of the Burns-Crane Highway in Harney County. This payment, which is in the amount of $47,429.82, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $4,034.45. The present payment will be made on or after October 27, 1950.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as your Company is surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

cc: Mr. Bernard Eastman
P. O. Box 2
Nyssa, Oregon

10-17-50 j.C

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21 1950
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S-48 (2)

3258

September 20, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was completed on September 15, 1950, on Contract No. 3258, Lawen-Crane Section, in connection with Federal Aid Project No. S-48 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc: J. W. Cattrall

DBP:gs

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MAY 24 1950
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S-48(2)

May 24, 1950

Mr. T. H. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was started on May 22, 1950 on Contract No. 3258, Lawen-Crane Section, in connection with Federal Aid Project No. S-48 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

DDP:md

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Department of Commerce
BUREAU OF PUBLIC ROA
~~PUBLIC ROADS ADMINISTRATION~~
~~FEDERAL WORKS AGENCY~~
DIVISION EIGHT

ALASKA
MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

May 22, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon S-48(2)
Lawen-Crane

Dear Sir:

We are forwarding herewith for your files an executed copy of the project agreement for the above project.

Very truly yours,

W. H. LYNCH,
Division Engineer

By: Caufield
L. J. Caufield
Principal Highway Engineer

Encl.

Form PR 2 (Revised 1946)

25

State Oregon

Federal-aid Secondary

Project No. S-48(2)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 18 day of May, 1950,

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 15th day of March, 1949, a program, which was approved on the 27th day of May, 1949, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 1st day of December, 1949; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of seventy-eight thousand and 00/100 dollars ($78,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 972+96.4 on the south line of SW 1/4 Section 33, T. 24 S., R. 32½ E., W.M., and survey station 1526+70.5 near Third and Main Streets in the City of Crane, excepting the portion between survey stations 1179+42 and 1179+71.

, length 10.484 miles, in Harney County, being Oregon Federal-aid/Secondary project No. S-43(2), consisting of 10.484 miles of roadway and no bridges, of more than 20 feet clear span,

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of **seventy-eight thousand and 00/100** dollars ($ **78,000.00**), which does not exceed the authorized Federal pro rata share of **one hundred thirty thousand four hundred sixty-eight and 75/100** dollars ($ **130,468.75**), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to **the State Treasurer** (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of **Oregon** (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Ben R Chandler
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

Attest
SECRETARY

COMMISSIONER OF PUBLIC ROADS,

By
Division Engineer,
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 16—11379-2

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MAY 1 0 1950

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April 21, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate as basis for project agreement for the Lawen-Crane Section, Project No. S-48 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JMW:gs

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-48 (2)

LAWEN-CRANE SECTION OF THE
BURNS-CRANE HIGHWAY IN HARNEY COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 7, 1950

Type Code 5231
Roadway (Sta. 972+68.4 to 1526+78.5)

All Required		Clearing and Grubbing (95%)		$ 2,850.00
490	cu. yds.	Structural Excavation, Unclassified	$ 2.00	980.00
68	cu. yds.	Trench Excavation, Unclassified	2.00	136.00
93,700	cu. yds.	General Excavation, Unclassified	0.18	16,866.00
69,700	yd. stas.	Short Overhaul	0.02	1,394.00
110	C-yd.stas.	Long Overhaul	0.50	55.00
10.48	miles	Finishing Roadbed and Slopes	300.00	3,144.00
750	lin. ft.	12" Corr. Metal Pipe	2.30	1,725.00
1,650	lin. ft.	18" Corr. Metal Pipe	3.30	5,445.00
110	lin. ft.	18" Concrete Pipe	3.50	385.00
770	lin. ft.	Salvaging Culvert Pipe	2.00	1,540.00
52,900	cu. yds.	Cinders in Base and Shoulders	0.35	18,515.00
138,000	yd. mi.	Hauling Base and Shoulders	0.07	9,660.00
1,150	M-gal.	Sprinkling	2.50	2,875.00
10.48	miles	Preparation of Base	100.00	1,048.00
7,230	cu. yds.	Furnishing and Placing Aggregates	3.65	26,389.50
640	tons	Furnishing and Placing 151-200 Asphalt	40.00	25,600.00
			Subtotal	$118,607.50
			10% Engr. & Cont.	11,860.75
			Total	$130,468.25

Length of Roadway	10.488 miles
Length of Bridge (Exception)	.006 mile
Total Length	10.494 miles
Cost per mile, Roadway	$12,439.76

Federal Secondary Funds- -$ 78,000.00
State Funds- 52,468.75

$130,468.75

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

December 14, 1949

Mr. T. M. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of revised estimate for the Lawen-Crane Section, Project No. S-48 (2) in which estimate the unit price for the item "Cinders in Base and Shoulders" has been changed for $0.30 per cubic yard to $0.40 per cubic yard.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWM:cw

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-48 (2)

LAWEN-CRANE SECTION OF THE
BURNS-CRANE HIGHWAY IN HARNEY COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, December 14, 1949

Type Code 5231
Roadway (Sta. 972+68.4 to 1526+78.5)

All Required		Clearing and Grubbing (95%)		
490	cu. yds.	Structural Excavation, Unclassified		$ 1,900.00
68	cu. yds.	Trench Excavation, Unclassified	$ 2.50	1,225.00
93,700	cu. yds.	General Excavation, Unclassified	2.50	170.00
69,700	yd. stas.	Short Overhaul	0.22	20,614.00
110	C-yd.stas.	Long Overhaul	0.02	1,394.00
10.48	miles	Finishing Roadbed and Slopes	0.50	55.00
750	lin. ft.	12-inch Corr. Metal Pipe	400.00	4,192.00
1,650	lin. ft.	18-inch Corr. Metal Pipe	2.50	1,875.00
110	lin. ft.	18-inch Concrete Pipe	3.50	5,775.00
770	lin. ft.	Salvaging Culvert Pipe	3.50	385.00
52,900	cu. yds.	Cinders in Base and Shoulders	1.50	1,155.00
138,000	yd.miles	Hauling Base and Shoulders	0.40	21,160.00
1,150	M-gals.	Sprinkling	0.10	13,800.00
10.48	miles	Preparation of Base	4.00	4,000.00
7,230	cu. yds.	Furnishing and Placing Aggregates	150.00	1,572.00
640	tons	Furnishing and Placing 151-200 Asphalt	3.25	23,497.50
			45.00	28,800.00
		Subtotal		$132,169.50
		10% Engr. & Cont.		13,216.95
		Total		$145,386.45

Length of Roadway	10.484 miles
Length of Bridge (Exception)	.005 miles
Total Length	10.489 miles
Cost per mile, Roadway	$13,867.45

Federal Secondary Funds- -	$ 87,000.00
State Funds- -	58,386.45
	$145,386.45

Oregon State Highway Department

Federal Aid Secondary
Project No. S-48 (2)

LAWEN-CRANE SECTION OF THE
BURNS-CRANE HIGHWAY IN HARNEY COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Dec
Salem, Oregon, ~~November 30~~, 1949

Type Code 5211
Roadway (Sta. 972+68.4 to 1526+78.5)

All Required		Clearing and Grubbing (95%)		
490	cu. yds.	Structural Excavation, Unclassified		$ 1,900.00
68	cu. yds.	Trench Excavation, Unclassified	$ 2.50	1,225.00
93,700	cu. yds.	General Excavation, Unclassified	2.50	170.00
69,700	yd. stas.	Short Overhaul	0.22	20,614.00
110	C-yd. stas.	Long Overhaul	0.02	1,394.00
10.48	miles	Finishing Roadbed and Slopes	0.50	55.00
750	lin. ft.	12" Corr. Metal Pipe	400.00	4,192.00
1,650	lin. ft.	18" Corr. Metal Pipe	2.50	1,875.00
110	lin. ft.	18" Concrete Pipe	3.50	5,775.00
770	lin. ft.	Salvaging Culvert Pipe	3.50	385.00
52,900	cu. yds.	Cinders in Base and Shoulders	1.50	1,155.00
138,000	yd. mi.	Hauling Base and Shoulders	4 ~~0.10~~	15,870.00 21,160
1,150	M-gals.	Sprinkling	.10 ~~4.00~~	13,800.00
10.48	miles	Preparation of Base	4.00	4,000.00
7,230	cu. yds.	Furnishing and Placing Aggregates	150.00	1,572.00
640	tons	Furnishing and Placing 151-200 Asphalt	3.25	23,497.50
			45.00	28,800.00
		Subtotal		$126,879.50 132,169.5
		10% Engr. & Cont.		12,687.95 13,216.9
		Total		$139,567.45 145,386.4

Length of Roadway 10.484 miles
Length of Bridge (Exception) .005 miles
Total Length 10.489 miles
Cost per mile, Roadway $13,312.42 13,867.45

Federal Secondary Funds	$ 83,800.00	87,000
State Funds	55,567.50	58,386.45
	$139,567.45	145,386.45

December 6, 1949

Mr. T. M. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies each of special provision pages numbers 6, 9 and 10 for the Lawen-Crane Section, Project No. S-48 (2), these pages containing revised specifications concerning the kind and quality of the pit-run cinders to be used in the manufacture of aggregates for the oiling work.

One copy of each of the enclosed pages is marked to indicate where changes in the specifications occur.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWH:cw

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-48 (2)

LAWEN-CRANE SECTION OF THE
BURNS-CRANE HIGHWAY IN HARNEY COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, November ~~25~~ 30, 1949

Type Code 5231

Roadway (Sta. 972+68.4 to 1526+78.5)

All Required		Clearing and Grubbing (95%)		$ 1,900.00	
490	cu. yds.	Structural Excavation, Unclassified	$ 2.50	1,225.00	
68	cu. yds.	Trench Excavation, Unclassified	2.50	170.00	
93,700	cu. yds.	General Excavation, Unclassified	0.22	20,614.00	
69,700	yd. stas.	Short Overhaul	0.02	1,394.00	
110	C-yd. stas.	Long Overhaul	0.50	55.00	
10.48 ~~10.49~~	miles	Finishing Roadbed and Slopes	400.00	~~4,196.00~~	4192.00
750	lin. ft.	12" Corr. Metal Pipe	2.50	1,875.00	
1,650	lin. ft.	18" Corr. Metal Pipe	3.50	5,775.00	
110	lin. ft.	18" Concrete Pipe	3.50	385.00	
770	lin. ft.	Salvaging Culvert Pipe	1.50	1,155.00	
52,900	cu. yds.	Cinders in Base and Shoulders	0.30	15,870.00	
138,000	yd. mi.	Hauling Base and Shoulders	0.10	13,800.00	
1,150	M-gals.	Sprinkling	4.00	4,600.00	
10.48 ~~10.49~~	miles	Preparation of Base	150.00	~~1,573.50~~	1572.00
7,230	cu. yds.	Furnishing and Placing Aggregates	3.25	23,497.50	
640	tons	Furnishing and Placing 151-200 Asphalt	45.00	28,800.00	
		Subtotal		~~$126,885.00~~	126879.50
		10% Engr. & Cont.		~~12,688.50~~	12687.95
		Total		~~$139,573.50~~	139,567.45

Length of Roadway	~~10.488~~ 10.484 miles
Length of Bridge (Exception)	~~.006 mile~~ .005 mile
Total Length	~~10.494 miles~~ 10.489 miles
Cost per mile, Roadway	~~$13,307.92~~ $13,312.42

Federal Secondary Funds- -	$ 83,800.00	
State Funds- -	~~55,773.50~~	55567.50
	~~$139,573.50~~	139567.45

November 25, 1949

Mr. T. M. Davis
District Engineer
Department of Commerce
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate and four copies of right of way statement to accompany plans and specifications for the Lawen-Crane Section, Project No. S-48 (2).

One set of full size plans and one bid proposal are being sent under separate cover.

Only the one copy of bid proposal is being submitted for the reason the specification for the maximum percentage of wear for mineral aggregates is not given (special provision page 9).

An additional six copies will be furnished when this specification is completed.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN:gs

Encl.

LAWEN-CRANE SECTION

PROJECT NO. S-48 (2)

While negotiations for rights of way are in progress, eight parcels have not been acquired nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary rights of way can be made fully available within twenty days.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

November 25, 1949

RECEIVED
6 1950
FOR FILING
S-48(2)

March 3, 1950

Mr. F. M. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to your letter of February 24 pertaining to subcontract on Oregon Project No. S-48 (2) Lawen-Crane Section.

This is to advise that C. E. Lessburg, Contractor, has subcontracted to J. C. Compton Company Items 15, 16 and 17. Total amount of the subcontract is $37,990.

Very truly yours,

R. H. Baldock
State Highway Engineer

By:

W. C. Williams
Assistant State Highway Engineer

cc: H. G. Smith

RECEIVED
JAN 30 1950
FOR FILING

8-42(2)

3258

January 27, 1950

Mr. C. E. Leseberg
South 2nd St.
Nyssa, Oregon

Dear Sir:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3258 which was awarded to you on December 19, 1949 by the State Highway Commission, covering the Lawen-Crane Section of the Burns-Crane Highway in Harney County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 1-27-50, g

RECEIVED
DEC 22 1949
FOR FILING

S-48 (2)

December 21, 1949

Mr. C.E. Leseberg
P.O. Box 514
Nyssa, Oregon

Dear Sir:

The State Highway Commission on December 19, 1949, awarded you the contract for grading, surfacing and oiling on the Lawen-Crane Section of the Burns-Crane Highway in Harney County. This award was based on your low bid of $131,265.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

cc - Mr. S.H. Probert

RECEIVED
25 1950
FOR FILING

T OF COMMERCE
OF PUBLIC ROADS
PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX 3900
PORTLAND 8, OREGON

December 19, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in the award of contract on Oregon Project No. S-48(2), Lawen-Crane Section of the Burns - Crane Highway, to C. E. Leseberg, Nyssa, Oregon, who submitted the low bid.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

RECEIVED
DEC 6 1949
FOR FILING

OREGON DISTRICT
S-48(2)
Programs & Projects

File

~~DEPARTMENT OF COMMERCE~~
~~BUREAU OF PUBLIC ROADS~~
~~PUBLIC ROADS ADMINISTRATION~~
~~FEDERAL WORKS AGENCY~~
DIVISION EIGHT

P. O. BOX [illegible]
PORTLAND 8, OREGON

December 1, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.&E. documents for Oregon Project S-48(2), Lawen-Crane Section of the Burns-Crane Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Please submit the usual town resolutions regarding encroachments prior to preparation of the project agreement.

Concurrence in award will be withheld pending notification all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

Copy to Project.

W. C. WILLIAMS

RECEIVED
DEC 5 1949
STATE HIGHWAY COMMISSION

15-8306 Trail & Eagle Point Sections 1949
of the Crater Lake, Tiller Trail
and Little Butte Highways
#3259

RECEIVED

FOR FILING

15-8306

OREGON STATE HIGHWAY COMMISSION
(date)
Oct. 12, 1950

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3259	7-final	Fred Lemary	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
16870	2056	$ 1,551.48	Oct. 11, 1950

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

- -

Specified Completion Date:

Time Extensions:

Completion Date:

Date Accepted:

Penalties:

Claims:

Remarks:

- -

Date:

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

OCT 16 1950

Warrant Mailed: a. A. Wicklander

NOTED ON CARD
10-16-50

OREGON STATE HIGHWAY COMMISSION
(date)
Oct. 12, 1950

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3259	7-final	Fred Lamary

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
16870	2056	$ 1,551.48	Oct. 11, 1950

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. F. Wicklander
ACCOUNTING DIVISION

- -

Specified Completion Date: June 30, 1950

Time Extensions: Extended to Aug. 30, 1950 without penalty

Completion Date: Aug. 25, 1950

Date Accepted: Sep. 28, 1950

Penalties: None of record

Claims: None of record

Remarks:

- -

Date: 10-16-50

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:

RECEIVED
SEP 28 1950
FOR FILING

15-8306

3259

September 27, 1950

United Pacific Insurance Co.
Fidelity and Surety Dept.
Seattle 14, Washington

Gentlemen:

Please be advised that State Highway Contract No. 3259, for rock production on the Trail and Eagle Point Sections of the Crater Lake, Tiller-Trail and Little Butte Highways in Jackson County, has been completed by the contractor, Fred Lamery, and that final payment in the amount of $1,351.46 will be made after acceptance by the Commission.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

For your information we wish to advise that the total contract amount is $47,914.56, and that no force account work was performed on the project. This contract was completed August 25, 1950 but has not been accepted by the Highway Commission, however, we anticipate that it will be at the meeting to be held September 28 and 29.

We are sending you this notice as your Company is surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

Mr. Hilary L. Kennedy

Noted on
card 9/27
GL

RECEIVED
SEP 18 1950
FOR FILING

15-8306

3259

September 12, 1950

United Pacific Insurance Company
Fidelity and Surety Dept.
Seattle 14, Washington

Gentlemen:

You are advised of the intention of the State Highway Commission to make semi-final payment to Fred Lemery, on contract No. 3259, for rock production on the Trail and Eagle Point Sections of the Crater Lake, Tiller-Trail and Little Butte Highways in Jackson County. This payment, in the amount of $7014.85, will be made on or after September 22, 1950. The retained percentage is $1433.91.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

Mr. Hilary L. Kennedy
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

9-12-50 jgl

Form E-1—3M—1-48

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Aug. 26, 1950

Section Trail and Eagle Point

Highway Crater Lake, Tiller-Trail and Little Butte.

Contractor Fred Lemery

Date of Contract Dec. 19, 1949

Date work started March 6, 1950

Amount of contract $45,880.00

Kind of work Rock Production

Section prefix 15-8306

Contract number 3259

Date of completion June 30, 1950

Estimated date of completion Aug. 25, 1950

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $48,255.20

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $2400.00, 5.0 % %

Date project was completed Aug. 25, 1950

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This project was completed Friday August 25, 1950.

NOTED
H. G. SMITH

NOTED
H. W. LIBBY

NOTED
B. A. MARTIN

NOTED
E. M. [illegible]

Signed MB Merrill Res. Engr.

Address Medford, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			39.59		
Miles partially completed					
Miles completed					
Total estimated quantities			18,500		
Estimated quantities moved or placed to date			18,500		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			1		
Hours per shift			10		
Average force on project for week			8		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....1...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants 1

Compressors ...., Bulldozers ....1...., Sheep-foot rollers ...., ... Trucks 4 . . . ., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
AUG 28 1950
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
JUL 20 1950
FOR FILING

15-8306

3259

July 19, 1950

Mr. Fred Lemery
1617 Franklin St.
Lebanon, Oregon

Dear Sir:

The State Highway Commission, at its meeting on July 11, 1950, had under discussion your request for an extension of time of 60 days, from June 30 to August 30, 1950, within which to complete your contract No. 3259 for rock production on the Trail and Eagle Point Section of the Crater Lake, Tiller-Trail and Little Butte Highways in Jackson County.

I am pleased to inform you that the Highway Commission granted your request without penalty. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the Engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: K. D. Lytle,
Division Engineer

Walter B. Merrill,
Resident Engineer

H. G. Smith

NOTED ON CARD
7-19-50 gl

RECEIVED
JUN 28 1950
FOR FILING

15-8366
3259

June 27, 1950

Request for extension of time
No. 5
July 10 and 11 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Fred Lemery for an extension of time on Contract No. 3259, Trail and Eagle Point Rock Production Project, from June 30, 1950 to August 30, 1950.

Due to heavy snow and ice conditions on the highway in the vicinity of this project the contractor was unable to move his equipment onto the job until around February 20, which was two months after the project was awarded. It was a benefit to the Highway Department to not have the contractor move his heavy equipment during that period, and we have suffered no inconveniences by virtue of the contract not being completed on time.

I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

ms
Enclosure

cc Mr. W. C. Williams
Mr. H. G. Smith

RECEIVED
FOR FILING

15-8306

3259

January 11, 1950

Mr. Fred Lomery
1617 Franklin St.
Lebanon, Oregon

Dear Sir:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3259 which was awarded to you on December 19, 1949 by the State Highway Commission, for rock production on the Trail and Eagle Point Section of the Crater Lake, Tiller-Trail and Little Butte Highways in Jackson County.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 1/11, gl

RECEIVED
DEC 22 1949
FOR FILING

15-8306

December 21, 1949

Mr. Fred Lemery
Blachly, Oregon

Dear Sir:

The State Highway Commission on December 19, 1949, awarded you the contract for Rock Production on the Trail and Eagle Point Sections of the Crater Lake, Tiller-Trail and Little Butte Highways, in Jackson County. This award was based on your low bid of $45,880.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

[redacted]

Secretary

rm

cc - Mr. S.H. Probert

218-1121 Chiloquin-Sprague River Section 1949
of the Sprague River Road.
#3260

RECEIVED
FOR FILING

218-1121

3260

FINAL COST ANALYSIS

Chiloquin-Sprague River Section
Sprague River Road

J. N. & M. J. Conley, Contractor
P. P. Whitmore & J. G. Toole, Resident Engineers

Contract #3260
Prefix 218-1121

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
1¼"-0" Rock in Leveling Course	14,589	Cu. Yd.	$1.87	$2.25	$27,321.87	$32,825.25
3/4"-0" Rock in Shoulders	1,750	" "	2.51	2.40	4,395.30	4,200.00
Sprinkling	532	M-Gal.	1.38	2.00	735.38	1,064.00
Preparation of Base	17.83	Mile	110.20	125.00	1,964.87	2,228.75
Furn. & Place Aggregates	11,338	Cu. Yd.	3.05	3.35	34,611.35	37,982.30
Furn. & Place 151-200 Asphalt	1,094.68	Ton	31.89	35.50	34,905.85	38,861.14
3/4"-½" Cr. Rock in S.P.	1,009.1	Cu. Yd.	1.93	2.25	1,951.20	2,270.48
½"-¼" " " " "	783.3	" "	1.93	2.25	1,514.59	1,762.43
¼"-0" " " " "	448.1	" "	1.93	2.25	866.45	1,008.23
PA #1:						
Preparation of Base	4.5	Mile	110.20	125.00	495.90	562.50
Furn. & Place Aggregates	1,740	Cu. Yd.	3.36	3.65	5,845.14	6,351.00
Furn. & Place 151-200 Asphalt	173.71	Ton	31.89	35.50	5,539.06	6,166.71
PA #2:						
Purchase Surplus 151-200 Asphalt	7.1	Ton	25.60	24.68	181.76	175.23
Haul Adj., Favor of State	2,257.3	Yd. Mi.		0.10		- 225.73
Force Account					4,769.49	5,063.97
					$125,098.21	$140,296.26

	Total Cost	Gross Revenue	Profit	% Profit
J. N. & M. J. Conley	$66,829.81	$73,334.13	$6,504.32	8.9
D & H Paving Co.	58,268.40	66,962.13	8,693.73	13.0
Total	$125,098.21	$140,296.26	$15,198.05	10.8

FINAL COST ANALYSIS

Chiloquin (Chocktoot St.)
City Street

Contract #3261
Prefix 318-1701

J. N. & M. J. Conley, Contractor
P. P. Whitmore & J. G. Toole, Resident Engineers

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Cinders in Base & Shldrs.	448	Cu. Yd.	$0.91	$1.75	$406.00	$784.00
Sprinkling	16.8	M-Gal.	1.38	2.70	23.22	45.36
Preparation of Base	All	L.S.			142.00	200.00
Furn. & Place Aggregates	279	Cu. Yd.	4.35	4.50	1,214.96	1,255.50
Furn. & Place 121-150 Asphalt	18.74	Ton	39.31	45.00	736.67	843.30
					$2,522.85	$3,128.16

	Total Cost	Gross Revenue	Profit	% Profit
J. N. & M. J. Conley	$1,054.28	$1,387.36	$333.08	24.0
D & H Paving Co.	1,468.57	1,740.80	272.23	15.6
	$2,522.85	$3,128.16	$605.31	19.4

Chiloquin (Chocktoot St.) and Chiloquin-Sprague River

Detail of Cost
J. N. & M. J. Conley

Labor:		
Supervision	$2,250.00	
Labor	25,122.98	
Payroll Insurance	2,268.61	$29,641.59
Equipment Rental and Miscellaneous Expenses:		
Equipment Rental	$22,771.92	
Gas, Oil and Grease	7,526.00	
Explosives	2,671.11	
Drill Steel and Bits	658.70	
Small Tools & Misc. Supplies	1,060.00	
P.L. & P.D. Insurance	295.39	
Bond	553.87	
P.U.C.	490.04	
Office and General Overhead	2,215.47	38,242.50
Total Cost		$67,884.09

Chiloquin (Chocktoot St.) and Chiloquin-Sprague River

Detail of Cost
D & H Paving Co.

Labor:			
Labor		$12,546.67	
Payroll Insurance		815.53	
			$13,362.20
Materials:			
151-200 Asphalt	1,294.23 Tons at $14.50	$18,766.34	
Freight on Asphalt	1,294.23 " " 10.00	12,942.30	
			31,708.64
Equipment Rental and Misc. Expenses:			
Equipment Rental		$8,471.00	
Gas, Oil and Grease		3,956.17	
Small Tools and Misc. Supplies		286.65	
P.L. & P.D. Insurance		212.52	
Bond		398.74	
Home Office & General Overhead		1,341.05	
			14,666.13
Total Cost			$59,736.97

Chiloquin-Sprague River | Contract #3260
Chiloquin (Chocktoot Street) | " #3261

Remarks:

The Chiloquin-Sprague River Section of the Sprague River Road was a State Project. The Chiloquin (Chocktoot Street) Section was a City Project. The contracts, calling for surfacing and oiling of 17.83 miles of the Sprague River Road and surfacing and oiling of 0.14 mile of city streets in Chiloquin, were bid and awarded December 19th, 1949.

Work on the projects was started December 28th, 1949, and the projects were completed July 15th, 1951.

Exploration work on the designated quarry site one mile south of M.P. 6.82 indicated only a rock cap underlaid with clay materials, and this quarry site was abandoned. Other quarry sites were prospected, and a site approximately 1.5 miles southerly from M.P. 7.8 was selected as a source of materials. Quarry prospecting and construction of a haul road were done on extra work order basis.

The quarry was drilled with 125 20-foot down holes and shot with 11½ tons of powder. The quarry was of a dice rock formation, and the blasting reduced the rock to excellent crushing size. Drilling and shooting was done by a crew of two to five men with one compressor, one jackhammer and two wagon drills.

Erection of the crushing plant was started on April 4th, 1950, and completed April 22nd. The crushing plant consisted of one 42" x 20' feeder, one 24" x 36" jaw crusher, two 54" x 24" rolls crushers, one 3' x 8' scalping screen, one 5' x 14' classifying screen, one 40 cu. yd. crushed rock bunker with conveyors and electric motors as required. The plant was powered with one D-8800 diesel engine, one D-13000 engine, one Buda diesel engine and one D-13000 diesel genetator unit.

Crushing operations were started April 24th, 1950, and were completed June 2nd, 1950. The crusher operated a total of 424 hours and crushed a total of 31,936 cu. yds. of rock, for an average production of 75 cu. yds. per hour. Average production on aggregates, maintenance rock and shoulder material was 66 cu. yds. per hour, and average production on leveling course materials was 91 cu. yds. per hour. The crusher was fed with a D-7 dozer. Aggregates and shoulder materials were stockpiled. The 1¼"-0" leveling course materials were hauled from the bunkers directly to the road.

Hauling of crushed rock was done with five to ten of the contractors' own trucks. Street work was done with a Model 610 Adams blade and a 10-ton roller. Excellent production was maintained on the 1¼"-0" material, and costs on this item were lower than normal.

Oiling work and placing of shoulder materials were done by the D & H Paving Company, a subcontractor.

The oiling subcontractor's equipment included two 10,000-gal. asphalt storage tanks, one retort, one 1,250-gal. distributor, two asphalt transports, ¾ cu. yd. shovel, six 5 cu. yd. rock trucks, two blades, two rollers, broom and spreader box. Oiling operations were started June 5th, and were completed July 11th. Oiling was done in 26 days, with an average production of 49 tons of asphalt and 513 cu. yds. of aggregate per day.

Asphalt was hauled to the project by commercial transports from Richmond, California, and pumped into the subcontractor's storage tanks. The asphalt was reheated and then hauled from the storage tanks to the project in the contractor's own transports.

The contractor and subcontractor had good equipment and supervision, resulting in good production on most of the contract items, and a fair profit was realized on the two projects.

E. H. Clymer
Cost Analyst

By . . C. Swenson

RECEIVED
1950
FOR FILING
218-1121

OREGON STATE HIGHWAY COMMISSION
(date)
September 29, 1950

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3260	5-final	J. M. & M. J. Conley	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
15747	714	$ 4,552.45	9/29/50

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

- -

Specified Completion Date:

Time Extensions:

Completion Date:

Date Accepted:

Penalties:

Claims:

Remarks:

- -

Date:

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: OCT 3 1950
ZPJ

10-3-50, CR

OREGON STATE HIGHWAY COMMISSION
(date)
September 29, 1950

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3260	5-final	J. N. & M. J. Conley	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
15747	714	$ 4,552.45	9/29/50

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

- -

Specified Completion Date: Aug. 31, 1950

Time Extensions: None required

Completion Date: July 15, 1950

Date Accepted: Aug. 21, 1950

Penalties: None of record

Claims: None of record

Remarks:

- -

Date: 10-2-50

To the Accounting Division:

Release of the above warrant is hereby authorized.

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

RECEIVED
SEP 7 1950
FOR FILING

218-1121

3260

September 5, 1950

Peerless Casualty Co.
19 Federal St.
[redacted]
New Hampshire

Gentlemen:

Please be advised that State Highway Contract No. 3260, for surfacing on the Chiloquin-Sprague River Section of the Sprague River Road in Klamath County, has been completed by the contractor, J. W. & M. J. Conley, and that final payment in the amount of $4,552.45 will be made on or after September 15, 1950.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $140,296.26, of which amount $5,063.97 represents force account items. This contract was completed July 15 and accepted by the Highway Commission August 21, 1950.

We are sending you this notice as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

[redacted]

Secretary

gl

cc: Dooly & Co.
Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
7-5-5

RECEIVED
AUG 16 1950
FOR FILING

218-1121

3260

August 15, 1950

Peerless Casualty Company
Rathbone, Kind & Seeley,
General Agents
310 S. W. Fourth St.
Portland 4, Oregon

Gentlemen:

You are advised of the intention of the State Highway Commission to make semi-final payment to J. N. & M. J. Conley, on contract No. 3260, for surfacing on the Chiloquin-Sprague River Section of the Sprague River Road in Klamath County. This payment, in the amount of $21,640.04, will be made on or after August 25, 1950. The retained percentage is $4,198.26.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Dooly & Co.
Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

[illegible]

BAM

Form E-1-6M-11-48

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 29, 1950

Section	Chiloquin - Sprague River	Kind of work	Oil Mat Surfacing
Highway	Sprague River Road	Section prefix	218-1121
Contractor	J. N. & M. J. Conley	Contract number	3260
Date of contract	December 19, 1949	Date of completion	August 31, 1950
Date work started	December 28, 1949	Estimated date of completion	August 31, 1950
Amount of contract	$136,203.35	Per cent of time elapsed	88 %

Estimated cost of completed project, exclusive of engineering $142,000.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $7,300.00, 5.9 % Date project was completed July 15, 1950

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor has completed work and the computation and checking of quantities will be completed during the coming week.

NOTED
H. W. LIBBY

NOTED
E. M. [illegible]TH

Signed

Address 2556 Altamont Drive, Klamath Falls, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			18.0	17.83 0-11 4.5 0-9	
Miles partially completed					
Miles completed					
Total estimated quantities		16,350	1,800	Agg. 11,700 Agg. 1,700	1,100 T. 180 T.
Estimated quantities moved or placed to date		14,600	1,800	Agg. 11,400 Agg. 1,700	1,100 T. 180 T.
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair and warm.		
Monday	Fair and warm.		
Tuesday	Fair and warm.		
Wednesday	Fair and warm.		
Thursday	Fair and warm.		
Friday	Cloudy and cool.		
Saturday	Fair and cool.		

RECEIVED
JUL 21 1950
OFFICE OF
CONSTRUCTION ENGINEER

State Printing Dept. [illegible]

RECEIVED
JAN 17 1950
FOR FILING

218-1121

3260

January 16, 1950

J. M. & M. J. Conley
4332 N. E. Royal Court
Portland 13, Oregon

Gentlemen:

We enclose herewith, for your records and files, two fully executed copies of contracts which were awarded to you on December 19, 1949 by the State Highway Commission, as follows:

Contract No. 3260, covering surfacing on the Chiloquin-Sprague River Section of the Sprague River Road, in Klamath County.

Contract No. 3261, for surfacing on the Chiloquin (Chocktoot Street) City Streets Section, in Klamath County.

An executed copy of each of the above contracts is begin sent to the surety on your bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

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DEC 22 1949
FOR FILING

217-1121

326

December 21, 1949

J. H. & M. J. Conley
4332 N. E. Royal Court
Portland 13, 1949

Gentlemen:

The State Highway Commission on December 19, 1949, awarded you the contract for the combined projects of:

Chiloquin-Sprague River Section of the Sprague River Road;
Chiloquin (Checktoot Street) bituminous macadam surfacing project, both in Klamath County.

This award was based on your low combined bid of $126,607.75 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc - S. H. Probert

RW

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DEC 1[illegible]
FOR FILING

218-1121

3260

Sprague River Road
Klamath

Cross Referenced To:
Adm
U.S. Gov't
Dept of Interior

December 16, 1949

Mr. Stan S. Sevruk, Principal
Sprague River Elementary School
Sprague River, Oregon

[illegible]
Sprague River Road

Dear Sir:

In response to your communication to the Honorable T. H. Banfield, Chairman of the State Highway Commission, about the Sprague River Road, advise that this is not a state highway—it is a county road.

About six years ago the Congress made available $150,000 for expenditure on the Sprague River Road, provided the State Highway Commission spend a like sum on this road. In order that the State would not lose this appropriation, the State Highway Commission agreed to expend that much money on this county road. Two years ago a like Congressional appropriation was made and the Commission again agreed to spend $150,000 of state highway funds on the county road.

From Sprague River to the Lakeview-Klamath Falls Road (ORE66), the section is on the federal-aid secondary system and is, therefore, eligible for federal-aid secondary highway funds. It is expected that the next Congress will make available more money for roads and, when further appropriations are made for the federal secondary system, the Commission will unquestionably give consideration to this as well as a number of other projects in other counties in formulating a specific program.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hl
cc T. H. Banfield

Mr Baldock

Sprague River, Oregon
Dec. 7, 1949

T.H. Banfield, Chairman State Highway Com.
State Highway Office Bldg.
Salem, Oregon

Dear Mr. Banfield,

As principal of the Sprague River Elementary School, I am making a personal plea as well as from the community standpoint regarding the construction of a hard-surfaced highway from Sprague River to Oregon highway No.66, a distance of nine miles. The amount of traffic that travels this road warrants a hard-surfaced highway for the welfare of the school and community. It is very difficult for the school and community to take advantage of the Mobile X-Ray Unit, for example, because of the road condition. Because of the road condition we are denied cultural programs which would otherwise be made available to us. The Reservation highway from Chiloquin to Sprague River is nearing completion and the amount of money involved in building several bridges would seem to be wasted unless the highway is continued on to join highway No. 66, so that an excellent means of through communication from Chiloquin to highway No.66 would be the result, tourists as well as those living on the Reservation would receive unbounded benefits from this project.

I am in great hopes that you can take this matter to the proper channels where action can take place. Any information that you can submit to me would be appreciated and I can pass it along to the people of the community.

If there is any other source to which we may write to make our pleas I would like to be informed concerning them.

Very sincerely yours,

Stan S. Sevruk, Principal

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DEC 14
OREGON
STATE HIGHWAY COMMISSION

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DEC 1[illegible]
FOR FILING

218-1121

Sprague River Rd.

[illegible] Indexed
Under
Sprague River Road

December 15, 1949

Mr. Owen W. Ludwick
American Box Corporation
Sprague River, Oregon

Cross Referenced To:
adm
U. S. Gov't
Dept. of Interior

Dear Mr. Ludwick:

In response to your communication about the Sprague River Road, advise that this is not a state highway—it is a county road.

About six years ago the Congress made available $150,000 for expenditure on the Sprague River Road, provided the State Highway Commission spend a like sum on this road. In order that the State would not lose this appropriation, the State Highway Commission agreed to expend that much money on this county road. Two years ago a like Congressional appropriation was made and the Commission again agreed to spend $150,000 of state highway funds on the county road.

From Sprague River to the Lakeview-Klamath Falls Road (ORE66), the section is on the federal-aid secondary system and is, therefore, eligible for federal-aid secondary highway funds. It is expected that the next Congress will make available more money for roads and, when further appropriations are made for the federal secondary system, the Commission will unquestionably give consideration to this as well as a number of other projects in other counties in formulating a specific program.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi

P. S. This will also answer your letter to Mr. Banfield.

(copy made for Mr. Banfield)

AMERICAN BOX CORPORATION
1 MONTGOMERY STREET
SAN FRANCISCO 4
FROM: SPRAGUE RIVER, OREGON OFFICE

December 7, 1949

R. H. Baldock
Eugene, Oregon

Dear Mr. Baldock:

I am writing you in regards to our road known as the Sprague River cut off. This strip of road connects highway 66 (Klamath Falls-Lakeview highway) with highway 97 (Dalles California highway).

This road has had heavy travel over a period of years and most of the time has been in a deplorable condition for travel.

The writer has been a resident of Sprague River for the past twenty years and is in a position to know the facts concerning the need and desirability of surfacing this road. It will not only benefit our community here at Sprague River but all of this section; Lakeview, Alturas and points thru to Reno. The Sprague River road will be on water grade and save over one hour in driving time between Chiloquin and points south.

The three bridges are almost completed and approximately eighteen miles between Sprague River and Chiloquin graded and graveled, ready for oiling next spring.

We have been informed by some of the highway engineers that no money has been allocated for the balance, about thirteen miles of grading and oiling from Sprague River to the Lakeview-Klamath Falls junction.

I am asking you to intercede in getting the necessary money allocated for the completion of this much needed road. Any assistance you can give this project will be greatly appreciated by the people of Sprague River and surrounding communities.

Thanking you, I am

Very truly yours,

Owen W. Ludwick

Owen W. Ludwick

RECEIVED
DEC 12 1949
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 24 1949
FOR FILING
218-1121
3260

Salem, Oregon
February 24, 1949

Cross Referenced to:
adm
U. S. Dep't
Dept of Interior

Mr. R.H. Baldock

Relative Indexed
Under
Sprague River
Road

Attached for further handling by you is one fully executed copy of an agreement between the State Highway Commission and Klamath Falls Indian Agency covering construction of the Sprague River Road, in Klamath County.

The original of this agreement has been retained in this office for the Commission's files and two fully executed copies were sent to Mr. Devers.

Secretary

rm
attach: 1

OR FILING

Salem, Oregon
February 24, 1949

Mr. S. H. Probert
Office

Attached is a fully executed copy of an agreement between the State Highway Commission and Klamath Falls Indian Agency covering construction of the Sprague River Road, in Klamath County.

The original of this agreement has been retained in Mr. Glaisyer's office for the Commission's files and two fully executed copies were sent to Mr. Devers.

L. H. Warfield
Staff Engineer

LHW/gd
Attachment:

RECEIVED
JAN [illegible]
FOR FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND

A. W. SCHAUPP, MEMBER
KLAMATH FALLS

BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
CHIEF COUNSEL

H. B. GLAISYER
SECRETARY

IN REPLY PLEASE
REFER TO FILE

218-1121

3260

January 17, 1949

Cross Referenced To:
Adm
U.S. Gov't
Dept of Interior

~~Mr. E. Morgan Pryse,~~
~~Regional Director, Region III,~~
~~Bureau of Indian Affairs,~~
~~Department of the Interior,~~
~~Portland 18, Oregon.~~

NOT
W. C. WILLIA

Dear Sir:

Sprague River Rd.

Upon request and in response to advice of your legal department we have amended the last page of the proposed agreement between the State and the Klamath Indian Agency and have added following the word "shall" on line 1 of page 5 these words: "do all within its power to".

I now hand you the original and three copies of the redrafted page and the full copy of the agreement left with me today by Mr. John Cable and Mr. Pokin. I also enclose the original letter that was written by Mr. Williams to you and which was left here with the copy of the agreement.

If this original and the copies can be executed on behalf of the agency and brought to the Commission at its next meeting the matter will be brought then before the Commission and the original and the copies will then be executed.

Yours very truly,

J. M. DEVERS

JMD:PW
Enc.

cc W. C. Williams ✓

P

DEC 20 1948
FOR FILING

Capt
Co. Road

Cross Referenced To:
Adm
U.S. Gov't
Dept of Interior

Salem, Oregon
December 17, 1948

Relative Indexed
Under
Sprague River Rd.

Mr. J. M. Devers
Chief Counsel
Office

I return herewith four copies of the agreement which you prepared covering state cooperation with the Bureau of Indian Affairs on construction of the Sprague River road in the Klamath Indian Reservation.

Under "Recitals," paragraph 1, it is stated that the road from Sprague River to Chiloquin is a county road and is likewise a Federal Aid Secondary Highway. This road is neither a county, nor a Federal Aid Secondary, being a Klamath Indian Reservation road only.

I believe that item 1, under "Recitals," should be eliminated in its entirety from the agreement.

W. C. Williams
Assistant State Highway Engineer

WCW:me

Encl.

[illegible]EIVED
DEC 20 1948
FOR FILING

Const
R/W
Co. Rds
Sprague River Road

December 17, 1948

Mr. E. Morgan Pryse
Regional Director, Region III
Bureau of Indian Affairs
Department of the Interior
Portland 18, Oregon

Dear Sir:

I enclose herewith four copies of a form of agreement, which we have prepared to cover the cooperative road construction work on the Sprague River road, in the Klamath Indian Reservation.

If this form of agreement is satisfactory to the Indian Service, we will appreciate your having it executed by the Superintendent of the Klamath Reservation and countersigned by the Klamath Tribal Business Committee. After it is returned to this office, we will secure final approval by the Oregon State Highway Commission. Please return all four copies, and you will be furnished a copy of the fully executed agreement.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

Encl.

FORM E-90 25M 5-48 22204

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 15, 1948

SUBJECT:

To:
W. C. Williams
Assistant Highway Engineer
Office

Dear Mr. Williams:

We have completed the proposed agreement covering the construction of the Sprague River road in Klamath County, and we appreciate the information you gave to us.

I am now attaching four copies for submission to the Government's representatives for approval, and if approved, execution by them. It will then go to the Commission.

Very truly yours,

J M Devers
J. M. DEVERS

NOTED
W. C. WILLIAMS

JMD:NH
Enc.

ECEIVED
DEC 14 1948
FOR FILING
Counsel
R/W
Co. Road

Cross Referenced To:
[illegible]
[illegible]
Dept of Interior

Relative Indexed
Under
Sprague River Road

Salem, Oregon
December 13, 1948

Mr. J. M. Devers
Chief Counsel
Office

The 80th Congress made available an appropriation of $150,000 for expenditure on the Sprague River Road in the Klamath Indian Reservation, but such expenditure was made available only providing the Highway Commission would agree to spend a like sum. The Highway Commission has agreed to match the $150,000 Federal appropriation, and requested that an appropriate agreement be executed between the Indian Service and the State Highway Commission.

For your information, I attach hereto a copy of a similar agreement entered into with the Indian Service under date of May 14, 1945, as well as a prior agreement covering survey of the road under date of December 18, 1941.

I would appreciate your having prepared an appropriate form of agreement, in which it shall be stipulated that the following things shall be done by each party to the agreement.

Things to be done by the Indian Service are as follows:

Complete grading and base surfacing of the roadbed on Unit 1-C, said unit being 10.76 miles in length. The estimated cost to complete the grading on this section by the Indian Service is $116,200.

With the remaining balance of $33,800, the Indian Service shall complete the grading on the westerly portion of Section 1-B, in so far as the $33,800 will extend. It is estimated that approximately 1/3 of Section 1-B can be completed with the moneys available.

Things to be done by the state upon completion of the grading on Unit 1-C and the west unit of 1-B are:

The state shall prepare plans, call for bids, and supervise the construction of a crushed rock smoothing course and oil mat surface treatment on the roadbed and base course surfacing prepared by the Indian Service.

The state will expend the amount of $150,000 on the surfacing and oiling work, and it is estimated that this amount will complete all of Section 1-C and that portion of 1-B indicated in green coloring on the map attached to the agreement form. The total length of the section it is estimated can be surfaced with the state's apportionment of $150,000 is approximately 12.5 miles.

It is agreed that the state will call for bids for the surfacing and oiling work as soon as the Indian Service has completed the required grading and base surfacing.

It shall be understood that the state shall not be obligated beyond the said sum of $150,000, but the state shall contribute the full sum of $150,000.

If you need any more information in preparing the agreement form, I will be glad to furnish it.

W. C. Williams
Assistant State Highway Engineer

WCW:me

Encl.

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SEP 27 1948
FOR FILING

[illegible]
R/W
[illegible] Roads
162 W.C

Sprague River Road

Cross Referenced To:
adm
U. S. Gov't.
Dept of Interior

September 15, 1948

Related [illegible]
Under
Sprague River Road

Oregon State Highway Commission

Gentlemen:

I attach hereto a copy of a letter addressed to the Secretary of the State Highway Commission by E. Morgan Pryse, Regional Director of Indian Affairs, Department of Interior, requesting the Highway Commission to make available $150,000 for expenditure on the Sprague River Road in the Klamath Indian Reservation as a condition precedent to the expenditure of $150,000 federal funds which were made available for expenditure on this road, provided the Highway Commission would agree to spend a like sum.

As you recall, similar legislation was passed some years ago and, pursuant to it, the Highway Commission made available $150,000 and awarded a contract for three bridges, the cost of which is estimated to approximate this sum. The Indian Service likewise has expended $150,000 on the partial grading and surfacing of an 18-mile section extending from a point four miles east of Chiloquin to Sprague River. On this section they have completed approximately 60 per cent of the grading and ten per cent of the surfacing. Their work has been inspected by the Public Roads Administration and they have a competent force account crew and have performed a satisfactory job.

Provided the Commission will make available the $150,000 requested, I recommend that the money be expended on grading and surfacing of the 18-mile section between Chiloquin and Sprague River. The estimated cost of completion of this section is $760,000. Of this amount the Indian Service has now expended $150,000 and the State will spend $150,000, or a total of $300,000. An expenditure of a like amount will leave approximately $160,000 remaining to entirely complete the highway from a point one and one-half miles east of Chiloquin to Sprague River. The ultimate completion of the entire road from Chiloquin to a connection with the Klamath Falls-Lakeview Highway will require an additional $270,000.

To recapitulate, the State and the Indian Service have now spent $300,000 and requests are made that the State provide $150,000 so that the Indian Service can spend the new authorization of $150,000, making a total of $600,000. There will then remain approximately $430,000 to complete the entire road.

I am attaching hereto a map on which is indicated in red coloring the section over which the Indian Service has partially graded and surfaced the roadway and on which is likewise marked the bridges which the State is now building. In blue coloring, the portion of the road which would be graded and surfaced with the additional $300,000 is disclosed.

The Indian Service will do the grading and possibly a part of the surfacing; that is, the base course, and the Highway Commission complete the surfacing, including the oil top.

I recommend that it would be to the interest of the State for the Highway Commission to spend this money in order that the people may have the advantage of the additional $150,000 appropriation made available to the Indian Service.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hl
Encl.

SKETCH MAP

SPRAGUE RIVER HIGHWAY

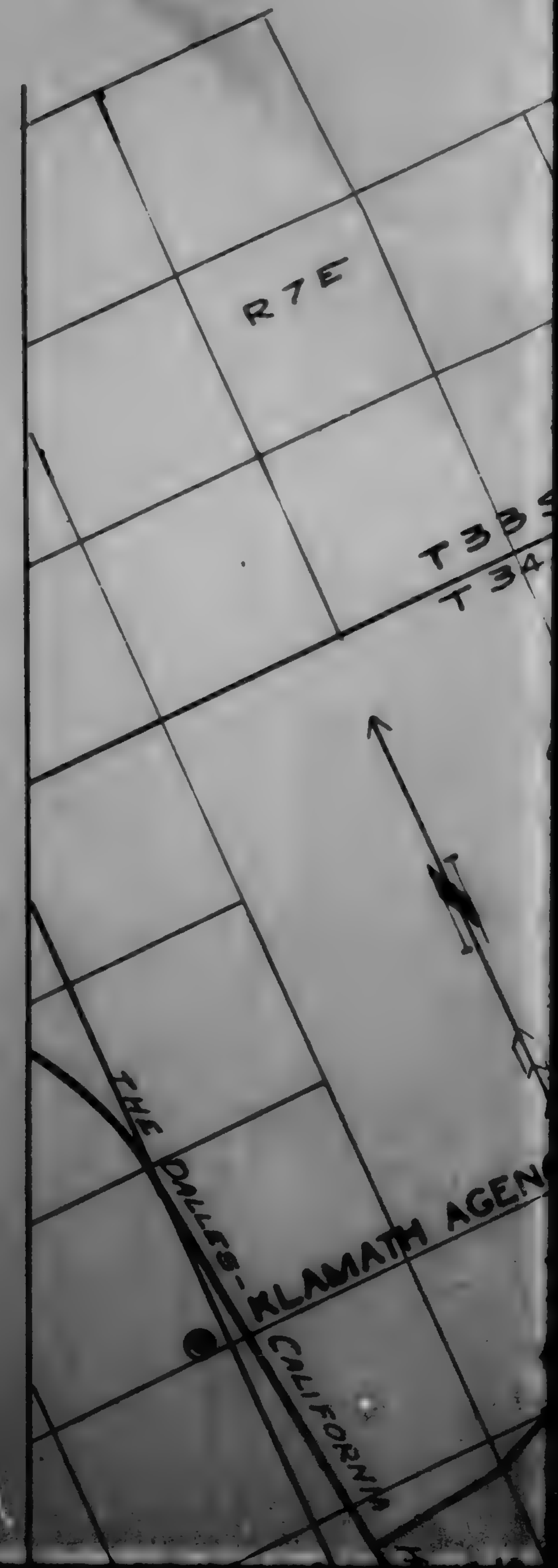
LOCATED LINE FROM CHILOQUIN TO KLAMATH FALLS JUNCTION

KLAMATH COUNTY

SCALE 1 IN. = 1 MILE FEB 1942.

SUMMARY

Total Distance	30.67 Mi
Total Grading	$ 365,885
Total Surfacing	326,500
Total Oiling	208,615
Total (3) Bridges	180,000
Total	$ 1,081,000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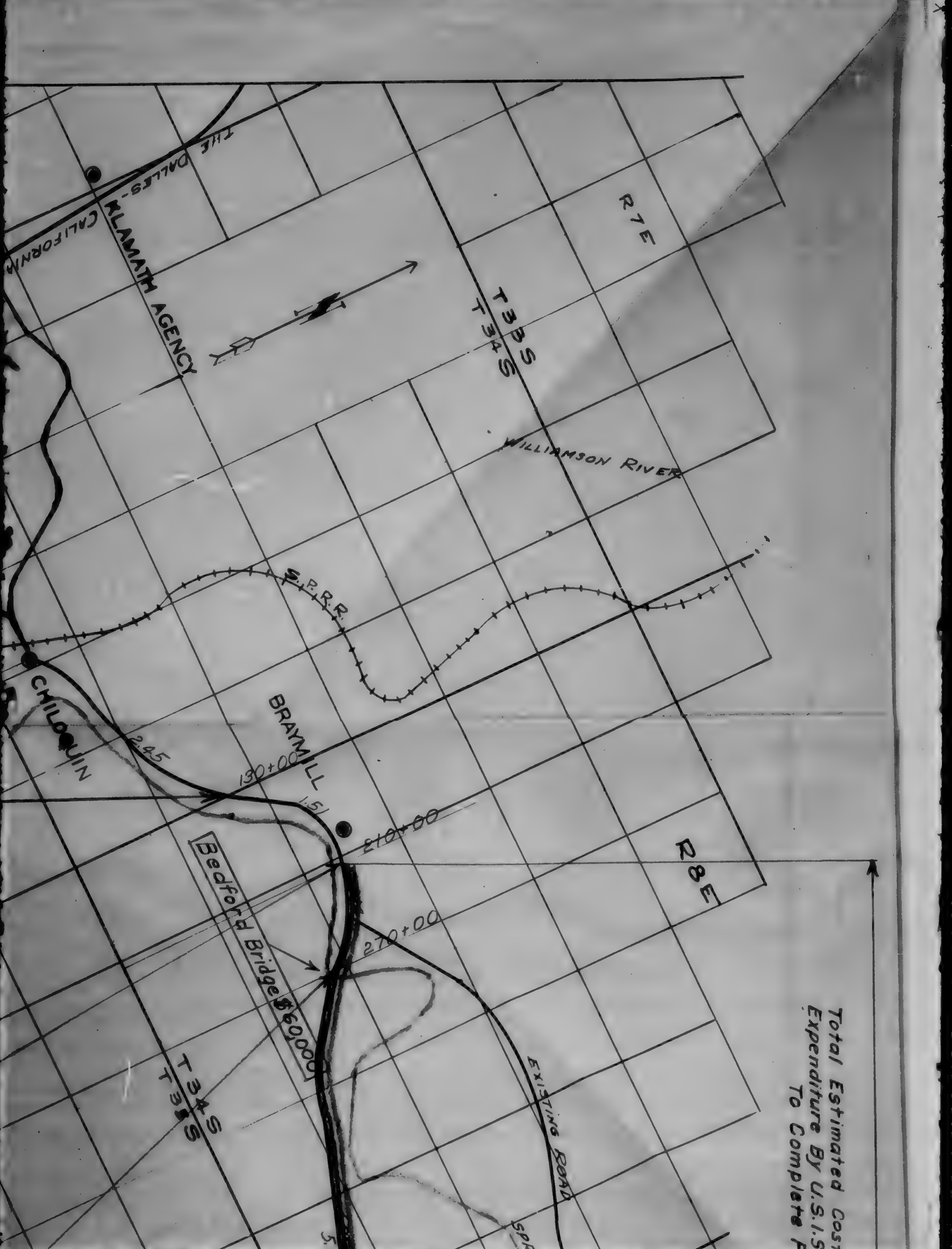
T34
THE DALLES-CALIFORNIA
KLAMATH AGEN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KLAMATH AGENCY
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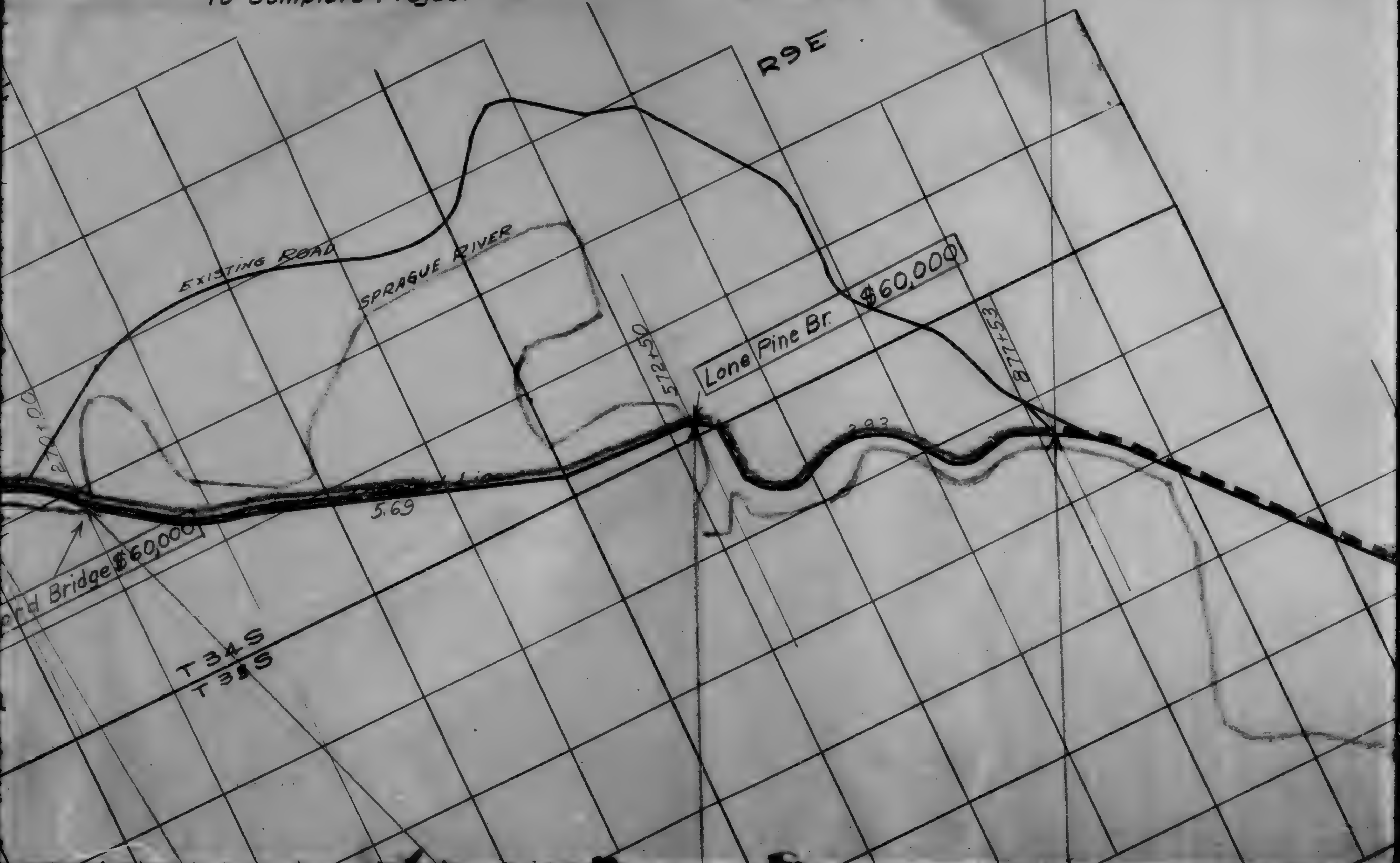
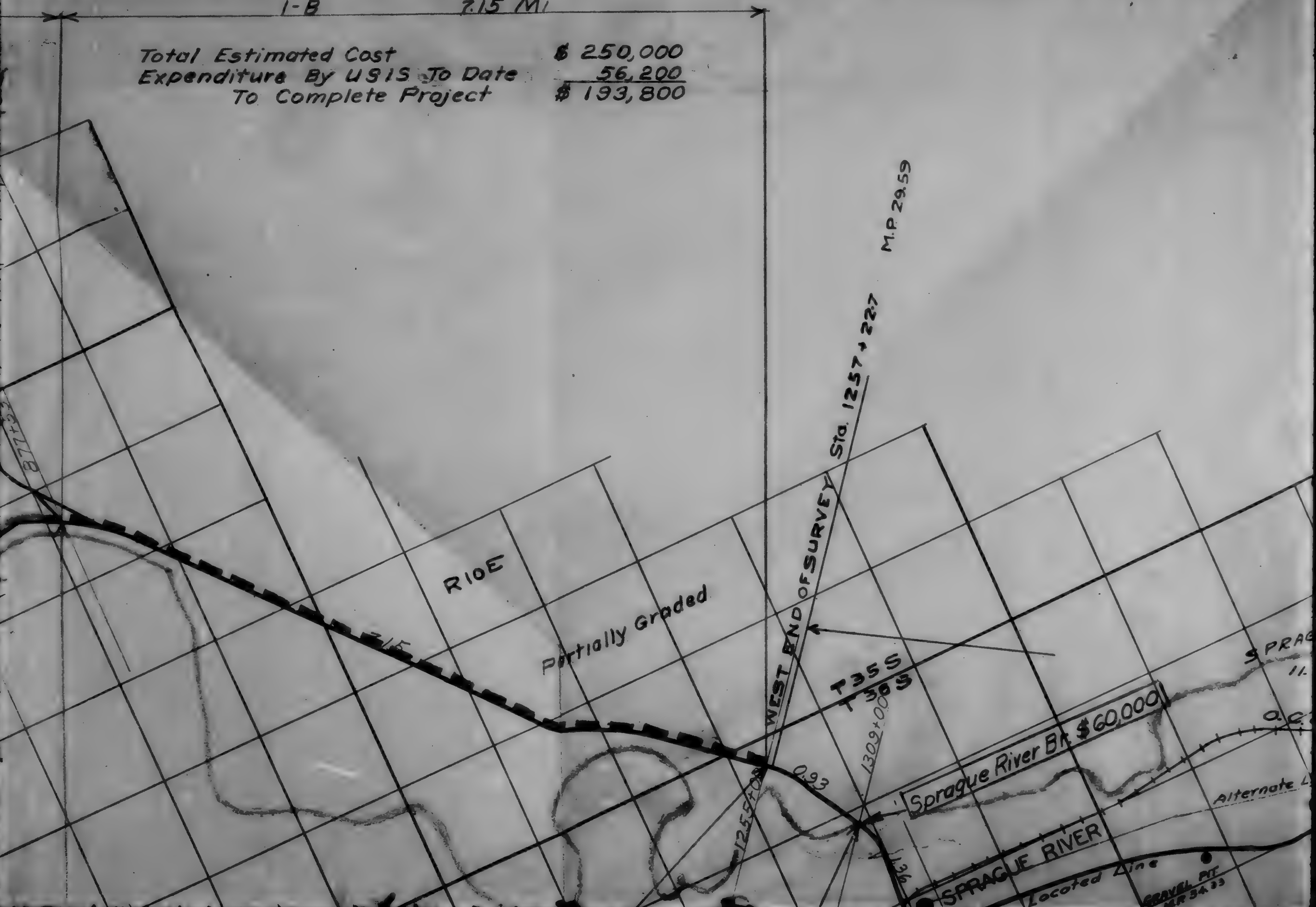
WILLIAMSON RIVER
S.P.R.R.
CHILOQUIN
2.45
BRAYMILL
130+00
1.51
210+00
R8E
270+00
Bedford Bridge $60000
T34S
T35S
EXISTING ROAD
SPRR
5.6
Total Estimated Cost
Expenditure By U.S.I.S.
To Complete P

1-C 10.76 Mi 1-B

Total Estimated Cost	$ 328,000
Expenditure By U.S.I.S. To Date	93,800
To Complete Project	$ 234,200

Total Estimated Cost
Expenditure By USI
To Complete


R9E
EXISTING ROAD
SPRAGUE RIVER
270+00
rd Bridge $60,000
5.69
572+50
Lone Pine Br. $60,000
2.93
877+53
T 34 S
T 35 S



1-B
7.15 Mi
877+53
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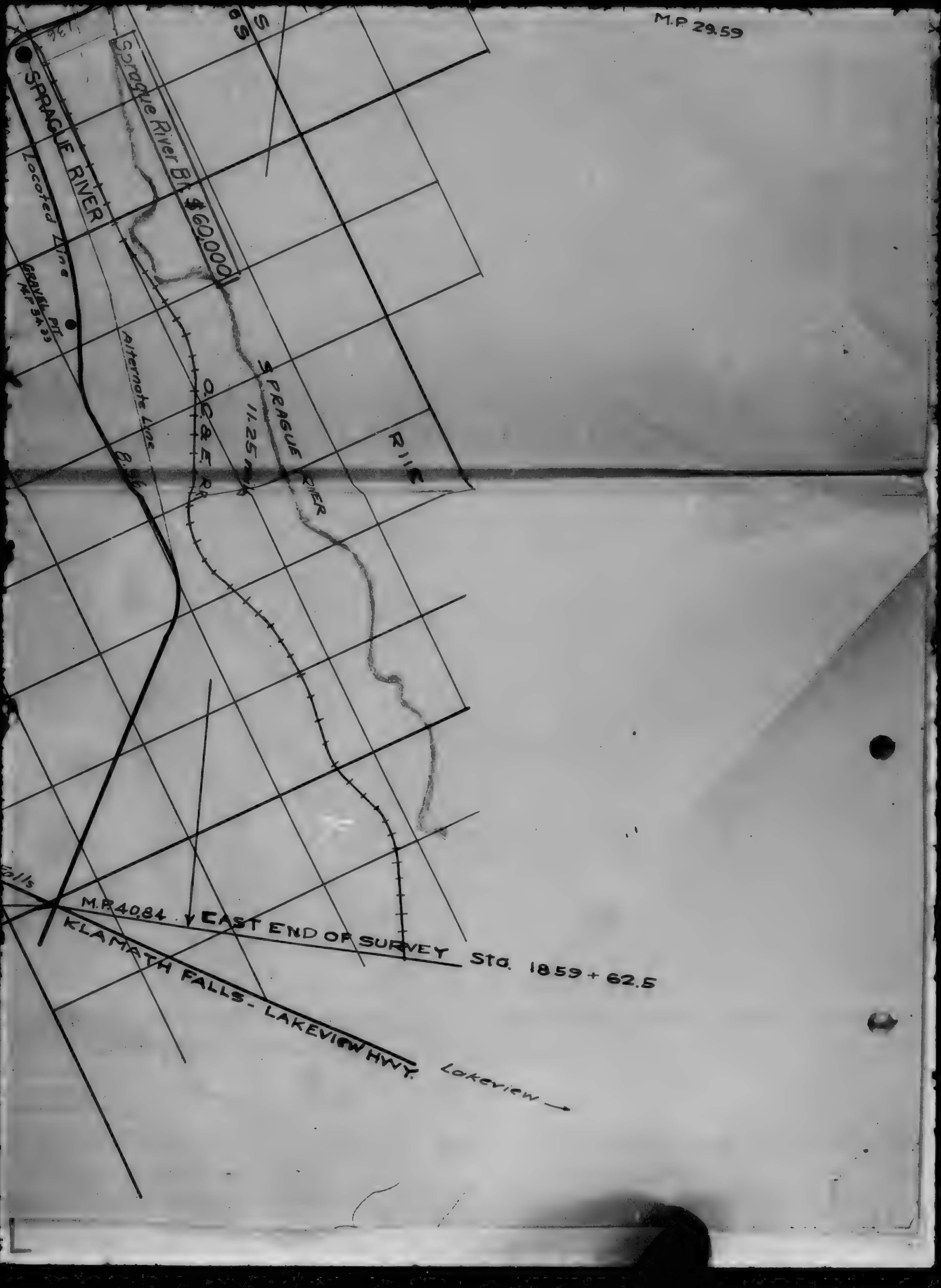
R10E
Partially Graded
WEST END OF SURVEY Sta. 1257+22.7
M.P. 29.59
1255+08
0.93
T35S
T36S
1309+00
1.36
Sprague River Br. $60,000
SPRAGUE RIVER
SPRAG
11.
0.C.
Alternate L
Located Line
GRAVEL PIT MP 34.33

Total Estimated Cost	$ 250,000
Expenditure By USIS To Date	56,200
To Complete Project	$ 193,800

M.P. 29.59
SPRAGUE RIVER
Sprague River Br. $60,000
Located Line
GRAVEL PIT M.P. 34.33
Alternate Line
8.96
O.C.&E. R.R.
SPRAGUE RIVER
11.25
R11E
Falls
M.P. 40.84
EAST END OF SURVEY Sta. 1859 + 62.5
KLAMATH FALLS - LAKEVIEW HWY.
Lakeview

SKETCH MAP

SPRAGUE RIVER HIGHWAY

LOCATED LINE FROM CHILOQUIN TO KLAMATH FALLS JUNCTION

KLAMATH COUNTY

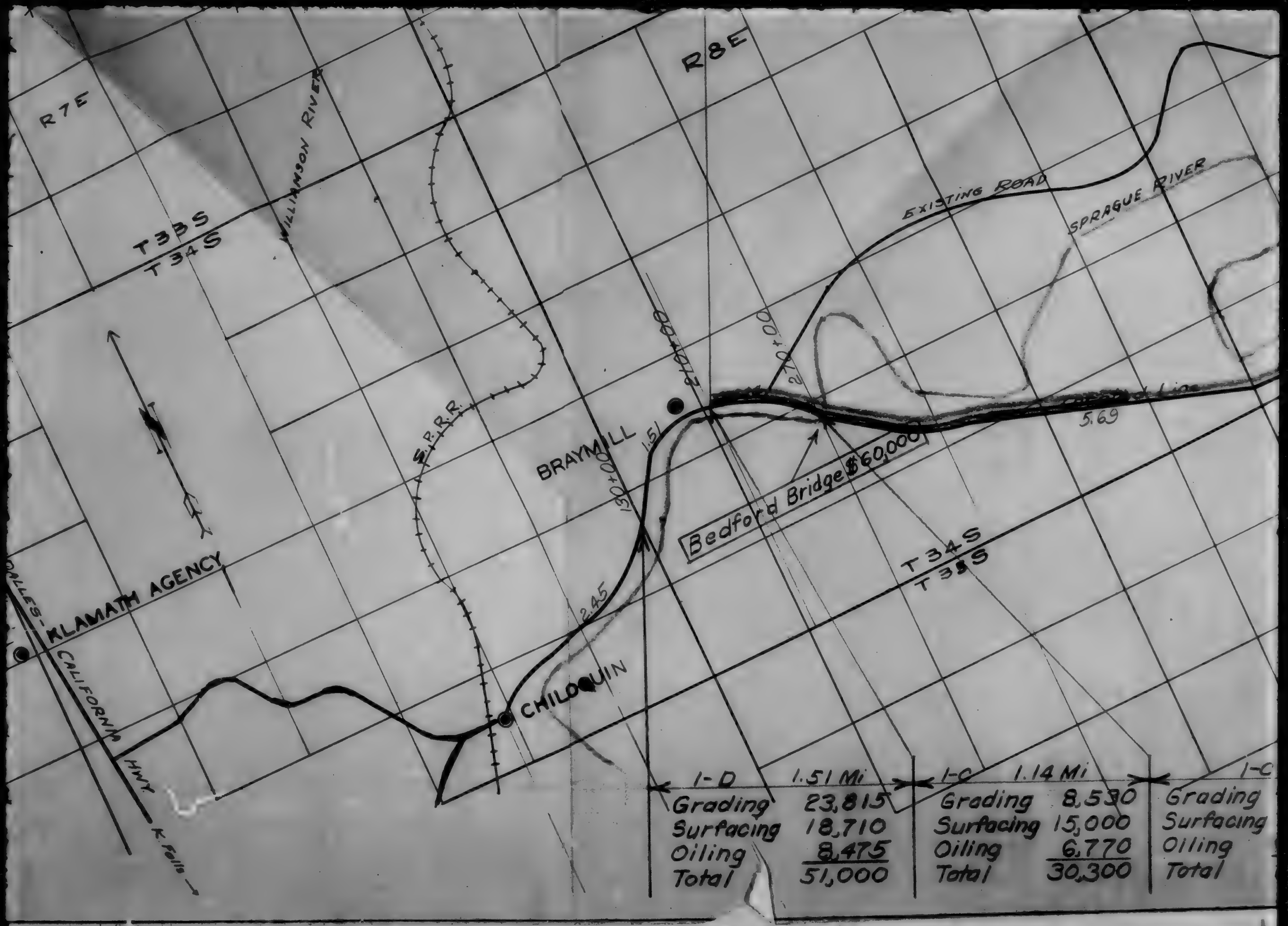
SCALE 1 IN. = 1 MILE

FEB. 1942.

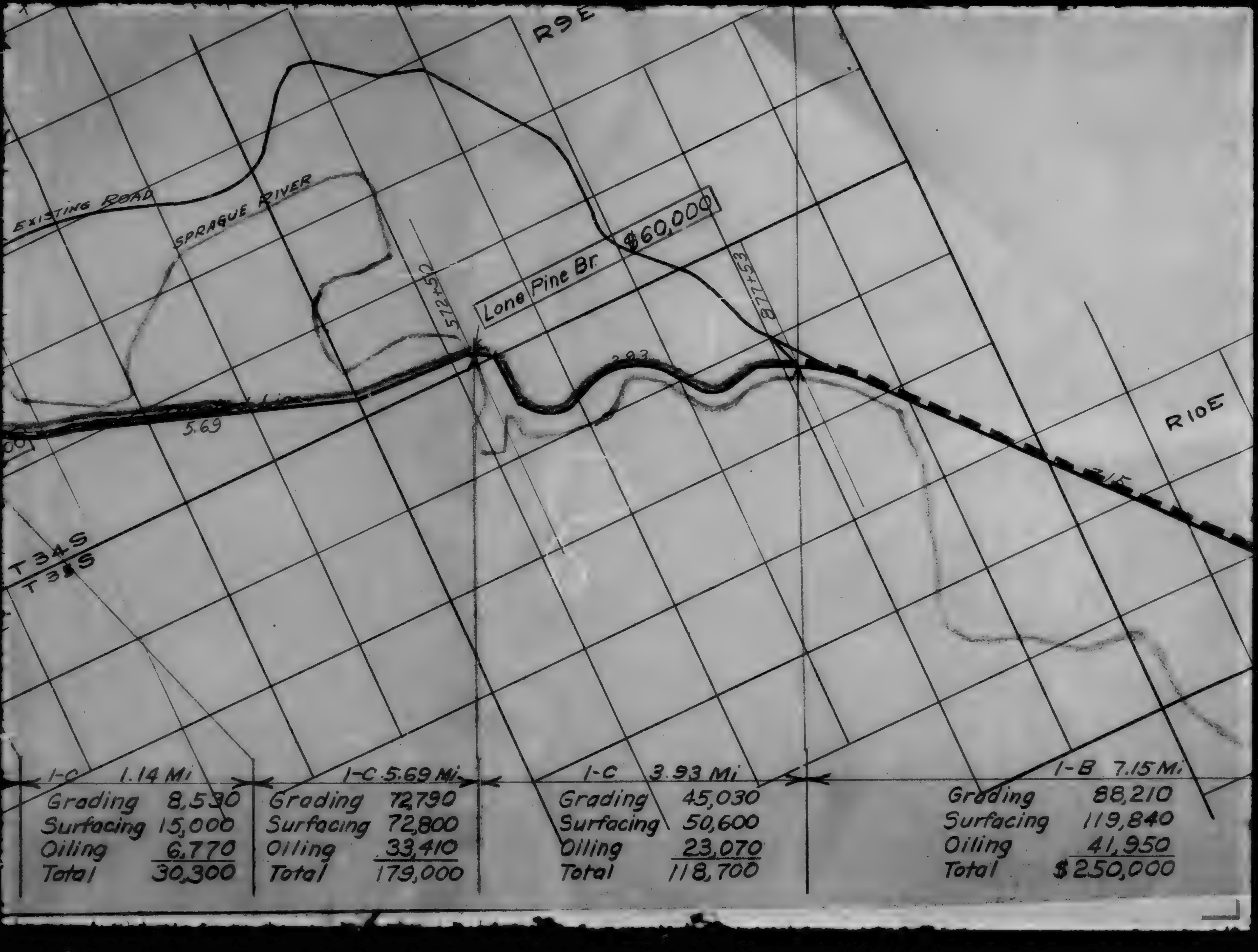
SUMMARY

Total Distance	30.67 Mi
Total Grading	$ 365,885
Total Surfacing	326,500
Total Oiling	208,615
Total (3) Bridges	180,000
Total	$ 1,081,000

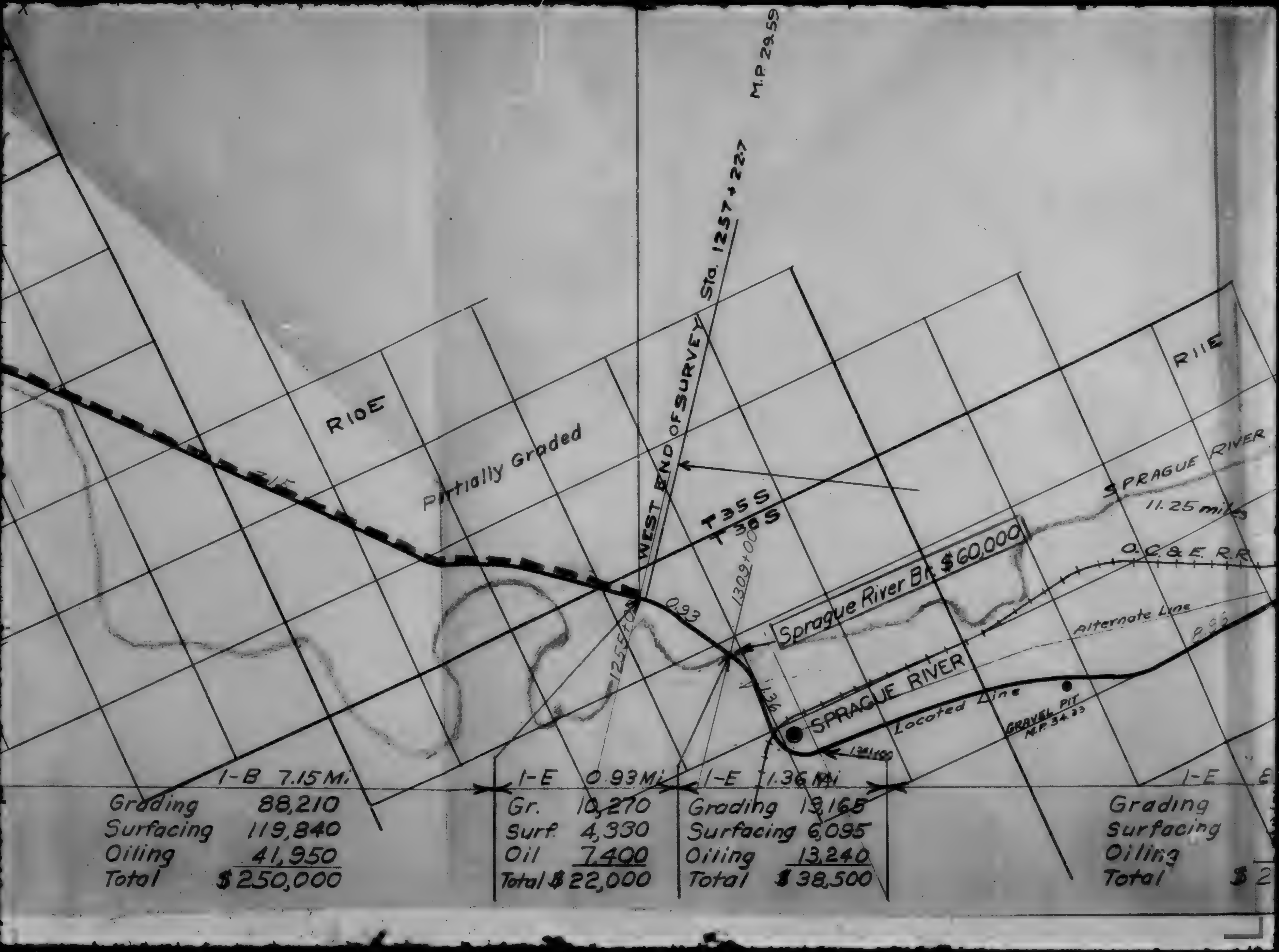
R7E
T33
T34
THE DALLES-CALIFORNIA HWY.
KLAMATH AGEN
K. Falls

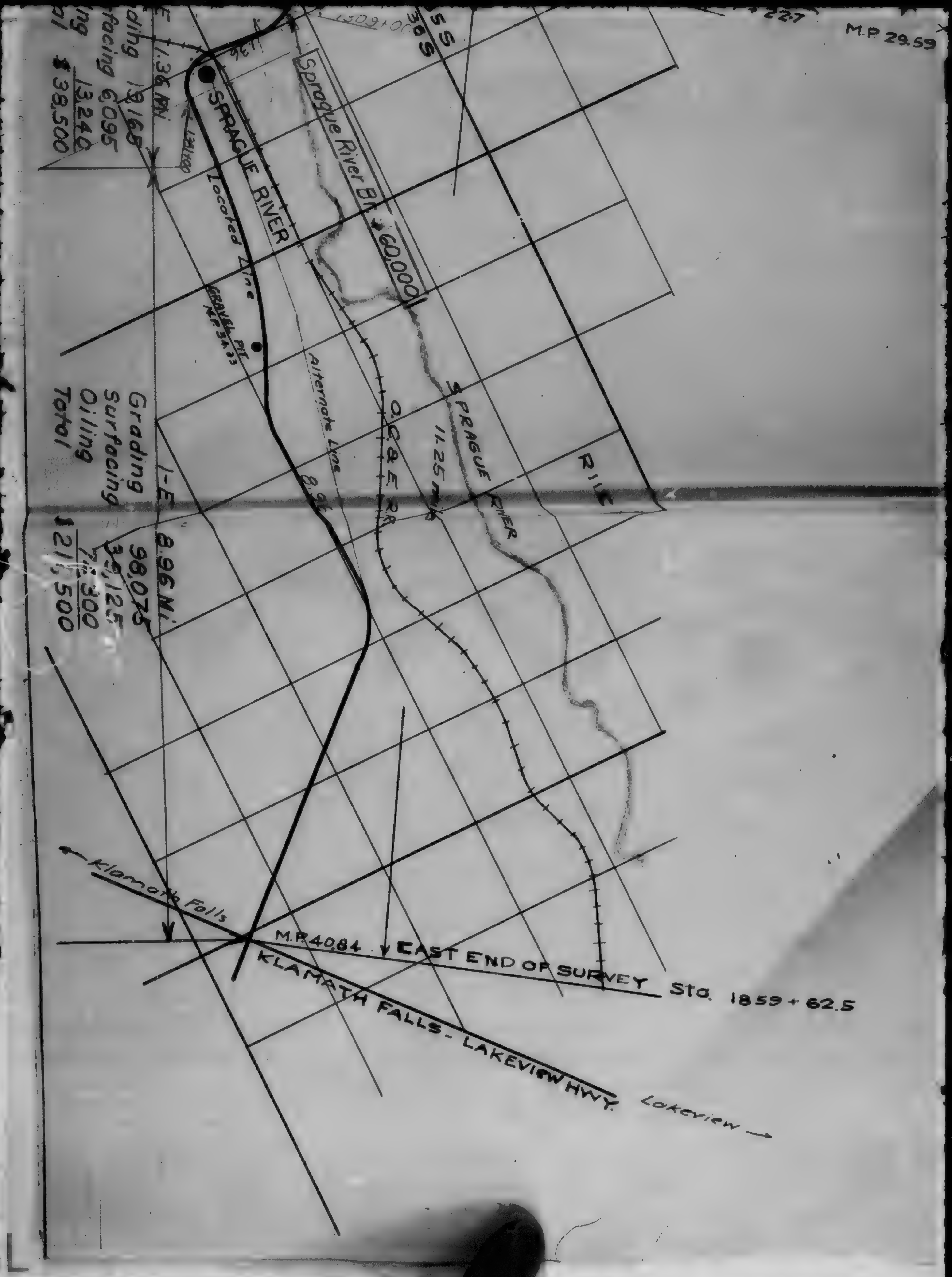

R7E
R8E
T33S
T34S
WILLIAMSON RIVER
S.P.R.R.
EXISTING ROAD
SPRAGUE RIVER
BRAYMILL
CHILOQUIN
KLAMATH AGENCY
DALLES-CALIFORNIA HWY
K. Falls
T34S
T35S
Bedford Bridge $60,000
130+00
210+00
270+00
2.45
1.51
5.69

1-D	1.51 Mi	1-C	1.14 Mi	1-C
Grading	23,815	Grading	8,530	Grading
Surfacing	18,710	Surfacing	15,000	Surfacing
Oiling	8,475	Oiling	6,770	Oiling
Total	51,000	Total	30,300	Total


R9E
EXISTING ROAD
SPRAGUE RIVER
Lone Pine Br. $60,000
572+52
877+53
5.69
3.93
7.15
R10E
T 34 S
T 35 S

	1-C 1.14 Mi	1-C 5.69 Mi	1-C 3.93 Mi	1-B 7.15 Mi
Grading	8,530	72,790	45,030	88,210
Surfacing	15,000	72,800	50,600	119,840
Oiling	6,770	33,410	23,070	41,950
Total	30,300	179,000	118,700	$250,000


M.P. 29.59
Sta. 1257 + 22.7
WEST END OF SURVEY
R10E
Partially Graded
R11E
T35S
T36S
1255+00
0.93
1309+00
Sprague River Br. $60,000
SPRAGUE RIVER
11.25 miles
O.C.&E. R.R.
Alternate Line
8.96
SPRAGUE RIVER
1.36
SPRAGUE RIVER
Located Line
GRAVEL PIT M.P. 34.33
1321+00
1-B 7.15 Mi.
Grading 88,210
Surfacing 119,840
Oiling 41,950
Total $250,000
1-E 0.93 Mi.
Gr. 10,270
Surf. 4,330
Oil 7,400
Total $22,000
1-E 1.36 Mi
Grading 19,165
Surfacing 6,095
Oiling 13,240
Total $38,500
1-E
Grading
Surfacing
Oiling
Total
$ 2


M.P. 29.59
22.7
1309+00
SS
30S
E 1.36 Mi
ding 19,165
facing 6,095
ng 13,240
al $ 38,500
1.36
SPRAGUE RIVER
Sprague River Br. $60,000
Located Line
GRAVEL PIT M.P. 34.33
Alternate Line 8.96
O.C.&E. RR
11.25 Mi.
SPRAGUE RIVER
R
1-E 8.96 Mi.
Grading 98,075
Surfacing 39,125
Oiling 78,300
Total $215,500
Klamath Falls
M.P. 40.84
EAST END OF SURVEY
STa. 1859+62.5
KLAMATH FALLS - LAKEVIEW HWY.
Lakeview

RECEIVED
NOV 17 1948
FOR FILING

218-1121

AGENDA
SEPT 8 1948

D

U.S. Indian service re improvement Sprague River Road

Klamath County

11:15 AM
Sept 14

FORREST E. COOPER
ATTORNEY-AT-LAW
LAKEVIEW, OREGON

RECEIVED
SEP 15 1948
FOR FILING

September 11, 1948

Cross Referenced To:
Adm
US Govt
Dept. of Interior

Sprague River Road

Sprague River Rd

Oregon State Highway Commission
Salem
Oregon

Attention: Mr. R. H. Baldock

Dear Mr. Baldock:

I have enclosed herewith a copy of a letter which I recently received from Lowell Stockman relative to the funds for the Chiloquin-Sprague River road.

I have replied to Mr. Stockman and have agreed with him that under the circumstances the best thing to do is to leave it to the Commission to work out the most satisfactory deal that it can in view of the present attitude of the Indian Bureau.

NOTED

Yours very truly,

Forrest E. Cooper

drj
Enclosure
cc: Klamath County Court, Klamath Falls, Oregon

RECEIVED
SEP 13 1948
OREGON
STATE HIGHWAY COMMISSION

FORM E-30 25M 5-46 28204

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 10th, 1948

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

Dear Sir:

I have made an inspection of the Chiloquin-Sprague River Indian Service Road in order that sufficient data could be on hand to pass upon Regional Director Pryse's request that the Department match the second federal appropriation of $150,000 with a like amount.

The design and engineering of Indian Service roads are inspected by the Public Roads Administration similarly to federal aid projects and apparently this is being carried out in a conventional manner. I think that Mr. Thorson, the resident engineer at the Klamath Agency, is thoroughly competent and the work is being well handled. He has succeeded in getting sufficient war surplus equipment so that the small grading crew is well equipped with tractors, scrapers, compressors, water tanks, machine shops and other grading equipment. The machine operators are mostly Sioux Indians who have followed Mr. Thorson west from the Pine Ridge Reservation in South Dakota and are professional grading men of many years' experience. In fact, they furnished a large part of the crew for both McNutt and Heintz on the Dalles-California Highway.

To December 31st, 1947, a total of $57,217.94 has been expended on Unit 1-C, which has performed the following work:

82,196 cu. yd. of unclassified excavation, and 119,000 sta. yd. overhaul) which amounts to $0.34 per cu. yd. including haul
71 acres clearing at $168.00 per acre
3,315 cu. yd. pit run gravel at $1.43 per cu. yd.
culvert installation in the amount of $6,742.00.

On Unit 1-B there was expended from October of 1942 to June of 1944, $56,171.86, which performed the following work:

87	acres of clearing	$2,440
7	miles of fencing at $530.00 per mile	3,710
81,000	cu. yds. of unclassified excavation plus haul	29,078
4	miles finishing	1,075
12,850	cu. yd. of pit run gravel at $0.98	12,628
	culvert installation	3,460

The costs on clearing and fencing are low as compared to present highway prices. The grading cost of $0.34 per cu. yd. including haul is in line with Heintz' price of $0.28 including haul when the magnitude of the Heintz job is considered. It is quite possible that had funds been available for the entire job, money could have been saved by contracting it, but it is doubtful if much lower prices could have been secured on $150,000 units since it is not an inviting locality for contracting work. Since at the present time Unit 1-B has been worked over except for a few cuts involving long hauls and Unit 1-C has been roughed in over practically the entire distance, it does not seem practical to consider contracting on either of these units.

An estimate prepared last winter indicates that the entire job will cost $1,081,000 if the entire road is brought up to the standard of Units 1-C and 1-B. This would indicate that still another federal appropriation of $150,000 matched by the Highway Department will be needed to complete the road. The present appropriation of $150,000 will not complete the grading and topping of 1-C and 1-B. It probably will require from $50,000 to $100,000 of the third appropriation to complete these two units, plus a small amount in the vicinity of the town of Sprague River.

I feel that the suggestion that the Indian Service do the grading and topping and the State Highway Department do the surfacing and oiling is a practical suggestion, but it would seem that it would be at least another year before we would be called upon to do any of our portion of the work.

I think that the local criticism of this job derives from the original appropriation of $150,000 which was set up merely as the first step in a series of appropriations. The opinion prevailed locally that this amount would complete the job and that the money was being inefficiently expended. Very little work was done during the war years and, of course, the local service station operators in Chiloquin who are interested in through traffic are much disappointed in the slow progress of the work.

I am attaching the detailed report prepared in February of 1948, under Mr. Courtright's signature, including complete estimates for the entire project, also several pictures showing the character of the work.

Very truly yours,

H G Smith

H. G. Smith
Construction Engineer

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Very truly yours,

H. G. Smith
Construction Engineer

C O P Y

Sept. 8, 1948

Pendleton, Oregon

Hon. Forrest E. Cooper
Lakeview, Oregon

Dear Forrest:

Copy of your letter of August 23 to Mr. R. H. Baldock, State Highway Engineer, with respect to the appropriation for the Chiloquin-Sprague River Road on the Klamath Indian Reservation was forwarded to my Washington office, and I have gone into the matter thoroughly.

When the matter was up for consideration before the Appropriations Committee, it was my understanding that the funds would be spent just as you indicate in your letter you thought. My investigations indicate however that this provision was not written into the bill. In your testimony given before the Committee you stated you thought the money would be used to better advantage in that way, but there is nothing specific in the bill or the report that I have been able to find which requires that the money be spent in that way.

The Indian Service has advised me that according to their interpretation of the legislation, they are required to do the work under their force account plan. They also claim that the funds which were previously appropriated and matched by the State were handled under their policy of force account in so far as their part of the work was concerned, and that the State of Oregon was to carry out its part of the work by constructing the bridges, contracts for which I am informed have now been awarded.

The Indian Service further argues that since they now own adequate equipment to do the work, they can do it at less expense than it could be done under contract by someone else, since under any contract with anyone else, rent would have to be paid on the equipment, whereas the Indian Service already owns the equipment and would not have to pay rent on it.

The Indian Service informs me it has instructed its Portland Office to advise their Regional Road Engineer and the Superintendent at the Klamath Agency to confer with the State Highway Department of Oregon and work out an agreement whereby the funds are to be matched. The Washington office of the Indian Service states they have not as yet been advised that an agreement with the State has been obtained.

I regret the money is not being handled in the way we thought it would be, but since the law does not specifically require this, I see no way now to change the procedure which the Indian Service insists they are suppose to follow under their interpretation of the legislation.

If you have any further recommendations, I want you to write me.

With all best wishes, I am

Sincerely yours,

/s/ Lowell Stockman

LOWELL STOCKMAN, M.C.

ls;mb

FORREST E. COOPER
ATTORNEY-AT-LAW
LAKEVIEW, OREGON

COUNSEL: PUBLIC LANDS COMMITTEE
ASSOCIATION OF OREGON COUNTIES

RECEIVED
FOR FILING

August 23, 1948

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Chiloquin-Sprague River Road
Klamath Indian Reservation

Dear Mr. Baldock:

I thank you for your progress report of August 20 regarding the above road and the use of the $150,000 recently appropriated by the Congress for further improvements.

When this subject was first discussed in Washington in January, we were of the opinion that an appropriation made in or about the year 1942 was being matched by the State and the money spent under a joint contract. It is our understanding that the contract for the three bridges which was finally let about May 1, 1948 represents such a joint venture on the part of the Federal Government and the State.

Congressman Stockman used me as a witness in presenting this subject to the House Appropriations Committee this spring. I was certainly under the impression that we were requesting federal funds to be spent under contract, and I feel certain that Mr. Stockman, who is a member of the committee which made the money available, was of that impression. I promptly reported the action of the House committee to Mr. Robert Parkman, Senator Cordon's administrative assistant, so that Senator Cordon could keep a watchful eye upon this item when the bill came before his committee. While I do not recall having personally discussed this subject with Senator Cordon, I feel certain that he and Mr. Parkman are of the opinion that the federal money was to be expended pursuant to contract in the same manner that the prior appropriation was expended. Therefore, the current announcement by the Indian Bureau that it expects to spend its $150,000 by force account comes as a complete surprise.

Title 25, USCA, section 318 authorizes the expenditure of these federal funds by contract while section 318b provides that such a contract shall be let by the Public Roads Administration. I naturally supposed that under the circumstances the money in question plus the state money would reach the road bed pursuant to one contract covering the entire $300,000.

RECEIVED

The funds in question are being supplied by the federal treasury and are in the nature of a lieu tax payment. We take the position that rural federal taxpayers are just as much entitled to receive the greatest possible value from federal funds spent on road projects in rural communities as are the urban federal taxpayers from federal funds spent in cooperation with the state highway department in the building of a road in an urban center. Senator Morse attempted to have the recent federal highway act amended so as to require that at least 80 per cent of all roads built on Indian reservations be built pursuant to contract.

I do not know whether or not anything can be done at this time to channel these funds into a joint contract with state money; but in view of the current attempt to circumvent what appears to me to be the will of the Congress, I feel it my duty to call this situation to the attention of Mr. Stockman, who was able to have the appropriation made and earmarked, and to Senator Cordon, who was able to have the Senate concur. This apparent attempt on the part of the Indian Bureau to use the federal appropriation for a make- work project is another reason why the Klamath Indian Reservation should be abolished as quickly as possible.

Yours very truly,

Forrest E. Cooper

drj

cc: Hon. Guy Cordon
Hon. Wayne L. Morse
Hon. Lowell Stockman
Klamath County Court

RECEIVED
AUG 26 1948
FOR FILING

218-1121

Adm
US Govt
Dept of Interior

Cross Referenced To:

August 20, 1948

Sprague River Road
163w

Mr. Forrest E. Cooper, Counsel
Public Lands Committee
Association of Oregon Counties
Lakeview, Oregon

[illegible] Indexed
Under
Sprague River Rd

Dear Mr. Cooper:

In response to your communication of June 28 advise that the Indian Service has notified the State Highway Commission of its intent to proceed under conditions indicated on page 14 of the Senate Report #1609 on the Interior Department Appropriation Bill 1949. Herewith copy of the Regional Director's letter and my reply.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
Encl.

RECEIVED
AUG 20 1948
FOR FILING
218-1121

August 19, 1948

Mr. E. Morgan Pryse
Regional Director, Region III
Bureau of Indian Affairs
Department of the Interior
Portland 18, Oregon

Dear Sir:

This is to acknowledge receipt of your communication of August 10 in which you suggest an agreement between the Indian Service and the State Highway Department, subject to the conditions on page 14 of the Senate Report #1609 of the 1949 Interior Department Appropriation Bill relating to the earmarking of $150,000 of federal funds for the Sprague River Road provided the State of Oregon, by and through its Highway Commission, expend a like sum on this road for its improvement.

You further suggest that, before the matter is presented to the State Highway Commission, a joint meeting be held between representatives of the Indian Service and the State Highway Department and an inspection of the proposed improvement be made to select the project, determine the specifications and discuss the allocation of the work between the two agencies, all of which is a preliminary requisite to the preparation of an agreement to submit to the principals; namely, the Indian Service and the State Highway Commission.

You understand, of course, that the engineering department does not have the power to enter into such an agreement, but I think it far better to work out the details of the plan before a presentation to the State Highway Commission so that the Commission will have full knowledge of what is proposed to be done. Accordingly, I have asked First Assistant Engineer W. C. Williams to contact you by phone and arrange for a mutually satisfactory date for representatives of the Indian Service and representatives of the State Highway Department to view the project on the ground and assemble the requisite data for the basis of any agreement.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
cc: W. C. Williams

In all probability the basis for the agreement will be found in the agreement formerly made, which I suggest you take with you as a guide. Of, course, it will be necessary for the Legal Department to prepare an agreement if the Highway Commission approves the preliminary plan.

Roads
Klamath
Chiloquin-Sprague Rv. Rd.

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU ~~OFFICE~~ OF INDIAN AFFAIRS
FIELD SERVICE
Region III
Portland 18, Oregon
August 10, 1948

REFERRED BY SECRETARY
[illegible] Baldock

Secretary of State Highway Commission
Salem, Oregon

Gentlemen:

This will refer to the Chiloquin-Sprague River-Lakeview Junction Road known as the Sprague River Road on the Klamath Indian Reservation. This has been a joint construction project between the U. S. Indian Service and the Oregon State Highway Department. Page 14 of the Senate Report #1609 on the Interior Department Appropriation Bill 1949 covers the matter of earmarking $150,000 for the Sprague River Road. This report states that these funds are provided with the understanding that the State of Oregon will match this sum equally, thus providing $300,000 for the work.

According to a previous agreement the Indian Service has expended $150,000 for construction on this project and the State of Oregon has expended approximately a like amount which includes the contract for the three bridges across Sprague River and some engineering expenses. Before the Indian Service can expend the new allotment of $150,000 on this project an agreement must be made to the effect that the State of Oregon will expend a like amount. This will be in addition to the $150,000 previously appropriated by the State of Oregon for this project.

When a new agreement has been drawn up it is proposed that the Indian Service expend their $150,000 for continued clearing, grading and draining and some surfacing. This work would be done by force account. It is expected that the clearing, grading and draining could be completed on Sections C and B, extending from a point just east of Bray Mill to a point just north of Sprague River town. Base course gravel could be applied on a considerable amount of these two sections. The total length that can be covered would depend on the thickness of the base course required. The Indian Service recommends a 6-inch course of 3-inch minus rock to be used for a base. The section that could be covered this year would be dependent upon the completion of the Lone Pine Bridge now being built on a State Highway contract to the Perkins Brothers.

It would be our suggestion that the State of Oregon expend their additional $150,000 by separate contract for finish course rock and oil mat. The final details such as thicknesses of base course rock, finish course rock, oil mat, etc., could be worked out at a joint meeting between representatives of the Indian Service and the State Highway Department at the time when a new agreement is drawn up.

2 x Top
27.5 Subgrade
[illegible] East [illegible]

B - Lone Pine Camp - Sprague Riv
C = Bray Mill - Lone Pine camp
D = ½ mile Bray Mi

It is recommended that your department make an inspection of this project so as to give your Commission a detailed report concerning the type of our construction, appearance of the job, general progress, availability of equipment and personnel, etc.

Detailed costs and expenditures will be made available to your representative at the Klamath Indian Agency office. Mr. Harlan V. Thoreson, resident engineer at the Klamath Indian Agency, would be able to furnish your representative with any information he may desire regarding the Indian Service participation in this project.

It is requested that a joint meeting of representatives of this office, Klamath Indian Agency and your Highway Department be arranged at your earliest convenience.

We would appreciate any comments you may have regarding this proposal and trust that a meeting can be arranged in the very near future.

Very truly yours,

L P Towle
E. Morgan Pryse
Regional Director

John G Cable

JGC:rae

441

WE 7761

RECEIVED
AUG 10 1948
OREGON
STATE HIGHWAY COMMISSION

FORREST E. COOPER
ATTORNEY-AT-LAW
LAKEVIEW, OREGON

COUNSEL: PUBLIC LANDS COMMITTEE
ASSOCIATION OF OREGON COUNTIES

June 28, 1948

Oregon State Highway Commission
Salem
Oregon

Re: Chiloquin-Sprague River Road,
Klamath Indian Reservation

Gentlemen:

I recently appeared before the House Appropriations Committee, at which time I requested an appropriation of not less than $150,000 of Federal funds to be used as match money with the Oregon State Highway Commission in the further improvement of the Chiloquin-Sprague River road in Klamath County. The House Committee, of which Congressman Stockman is a member, earmarked in its committee report the sum of $150,000 of an approximately $2,000,000 appropriation for such a purpose. The measure then went to the Senate Appropriations Committee where Senator Cordon saw to it that the committee report of the Senate Committee likewise directed the Indian Bureau to spend $150,000 of such an appropriation for said purpose. The Appropriation Bill has passed and has now become a law. You gentlemen should, therefore, soon receive word from the Indian Bureau that it has this sum available for matching. As you gentlemen well know, the law provides that these Federal funds be spent under the direction of the Public Roads Administration, which agency is now cooperating with you in the construction of three bridges upon this very important highway.

In the event the Indian Bureau is tardy in forwarding the above mentioned information to your attention, I suggest that you gentlemen notify Senator Cordon and Congressman Stockman; and they will see to it that the Indian Bureau takes prompt action to make this money available.

Sincerely yours,

Forrest E. Cooper, Counsel
Public Lands Committee
Association of Oregon Counties

FEC/drj

cc: Klamath County Court
Klamath Falls, Oregon

Mr. Wally Hector, County Road Engineer
Klamath Falls, Oregon

RECEIVED
[illegible] 1948
OREGON
STATE HIGHWAY COMMISSION

Legislative Lookout

AMERICAN ROAD BUILDERS' ASSOCIATION • INTERNATIONAL BUILDING, WASHINGTON 4, D. C.

June 18, 1948

CONGRESS OK's BILLION DOLLAR HIGHWAY BILL

Two-Year Program Adopted

Climaxing a series of prolonged deliberations, the Conference Committee on the Federal-Aid Highway Act of 1948 today finally reached agreement on a bill (HR 5888) providing federal-aid funds of $450 million a year for two years. The authorizations cover the fiscal years ending June 30, 1950 and June 30, 1951.

The funds for the first year will be apportioned to the states beginning July 1, 1948 and must be completed not later than September 1, 1948. After apportionment, funds will remain available for expenditure for two years following the close of the fiscal year for which such sums are authorized. Funds unobligated at the end of the two-year grace period will lapse.

Other authorizations for parkways, forest roads, Indian roads and miscellaneous road construction total $127 million.

The $450 million authorizations will be divided among the several catagories of work as follows: 45 per cent for projects on the Federal-aid highway system; 30 per cent for projects on the secondary systems; and 25 per cent for projects on the Federal-aid highway system in urban areas.

Discarding proposals to increase the share of the federal government with respect to projects on the Interstate System, the Conferees insisted that all construction funds be matched on a 50-50 basis as heretofore.

The following table sets forth by classification total authorizations for the two-year period:

Total Authorizations
(1950 and 1951)

Federal Aid Highway System	$405,000,000
Federal Aid Secondary System	270,000,000
Federal Aid Urban System	225,000,000
Forest Highways	40,000,000
Forest Roads and Trails	35,000,000
National Park Roads	20,000,000
Parkways	20,000,000
Indian Reservation Roads	12,000,000
TOTAL	$1,027,000,000

RECEIVED
JUN 22 1948
[illegible] COMMISSION

It is expected the the Report of the Conference Committee will be adopted by both Houses today and that the bill will be placed on the President's desk for signature tomorrow. Presidential approval of the measure is assured.

Calendar No. 1506

80th Congress } SENATE { Report
2d Session } { No. 1458

AUTHORIZING APPROPRIATIONS FOR CONTINUING THE CONSTRUCTION OF HIGHWAYS, AND FOR OTHER PURPOSES

NOTED
State Highway Engineer

June 3 (legislative day, June 1), 1948.—Ordered to be printed

Mr. Cooper, from the Committee on Public Works, submitted the following

REPORT

[To accompany H. R. 5888]

The Committee on Public Works, to whom was referred the bill (H. R. 5888) to amend and supplement the Federal-Aid Road Act approved July 11, 1916 (39 Stat. 355), as amended and supplemented, to authorize appropriations for continuing the construction of highways, and for other purposes, having considered the same, report favorably thereon with amendments and recommend that the bill, as amended, do pass.

GENERAL STATEMENT

In general, the purpose of the bill, as amended, is to authorize the appropriation of $400,000,000 for the fiscal years ending June 30, 1950 and 1951 for the construction of projects on the Federal-aid primary, secondary, and urban systems. It also authorizes the annual appropriation for the same period of $20,000,000 for the construction of forest highways, $20,000,000 for forest development roads and trails, $10,000,000 for roads and trails in areas administered by the National Park Service, $12,500,000 for parkways and $6,000,000 for Indian reservation roads. It provides that under certain named circumstances unmatched Federal-aid funds may be used to pay up to the entire cost of forest highways on the Federal-aid system within a particular State. It also provides that when funds available for expenditure on the Federal-aid highway system or on the Federal-aid highway system in urban areas are expended on projects on the national system of interstate highways the Federal share may be 60 percent of the cost, and directs the Commissioner of Public Roads, in cooperation with the State highway departments, the Secretary of Defense and the National Security Resources Board to make a study of the status of improvement of the national system of interstate highways and the highway needs for national defense and report thereon to Congress not later than April 1. 1949. The bill, as amended, also provides for an increase from 2½ percent to 3¾ percent in the amount which may be deducted from funds authorized or appropriated for Federal-aid highways for use by the Public Roads Administration for administration expense and for highway research and investigations.

Sums apportioned under the provisions of the bill, as amended, are made available for expenditure for one fiscal year after the close of the fiscal year for which such sums are authorized, and sums apportioned under the Federal Aid Highway Act of 1944 are made available for expenditure for three fiscal years after the close of each fiscal year for which such sums are authorized. The sums authorized for appropriation for the construction of projects on the Federal-aid primary, secondary, and urban systems are allocated on a 45 per centum, 30 per centum and 25 per centum basis, respectively, as provided in the Federal Aid Highway Act of 1944.

H. R. 5888 passed the House on April 12, 1948, and, as amended, relates in general to the same matters covered in the aggregate by Senate bills 1954, 2134, 2149, 2150, 2446, and 2600. Extensive hearings were held on these Senate bills by the Subcommittee on Public Roads, beginning on February 2, 1948, and ending on May 6, 1948. A number of witnesses appeared at these hearings, including Members of the Congress, representatives of Federal agencies, the American Association of State Highway Officials, the Associated General Contractors of America, Inc., Western Association of State Highway Officials, the American Automobile Association, Department of Public Works of the State of New York, American Roadbuilders Association, American Farm Bureau Federation, Pennsylvania State Association of Township Supervisors and the Western Highway Institute. H. R. 5888 has been amended to reflect certain views of the committee based upon facts developed at the hearings. These amendments are hereinafter set forth and discussed.

AMENDMENTS

Amount of Federal-aid authorizations

The bill as passed by the House contains authorizations for a 3-year Federal-aid highway program at the rate of $500,000,000 a year, distributed as follows:

(a) Forty-five percent or $225,000,000 for projects on the Federal-aid primary highway system.

(b) Thirty percent or $150,000,000 for projects on the Federal-aid secondary highway system, including farm-to-market roads, rural free-delivery mail routes and public-school bus routes.

(c) Twenty-five percent or $125,000,000 for projects on the Federal-aid highway system in urban areas.

These amounts are the same as those provided in the 3-year postwar program authorized in the Federal-Aid Highway Act of 1944.

Testimony and data submitted to the committee have developed the following facts:

(a) The annual authorization of $500,000,000 provided for in the postwar program in the 1944 act is considerably larger than any prewar annual authorizations the largest being $200,000,000.

(b) This increased authorization was adopted in recognition of the probable necessity for making up for work curtailed during the war with some incidental consideration to the possible contribution of the program toward lessening the effects of the postwar economic recession which was predicted at that time.

(c) The progress made in carrying out the postwar program has lagged behind the 3-year period to such an extent that it was necessary in 1947 to amend the 1944 act to allow a second additional year for obligating the funds in order to avoid cancellation of some portions of the authorizations. It is now reported that it will be necessary to provide a third additional year's extension to prevent cancellation of a small portion of the authorizations.

(d) According to the records of actual progress to date and estimated progress for the remainder of the authorizations in the 1944 act as submitted to the committee, the average annual rate of progress for the postwar program in terms of Federal funds obligated is less than $400,000,000 per year.

The committee believes that the testimony and other data submitted for its consideration warrant continuation of the Federal-aid highway program at approximately the present rate of progress for another 3-year period ending June 30, 1951. As the $1,500,000,000 heretofore authorized has not been fully obligated and will extend through the fiscal year 1949, and as the new funds may be apportioned shortly after the approval of this act, no authorizations are needed for the latter fiscal year and, by providing authorizations for the fiscal years 1950 and 1951, continuation of the program at the current level can be obtained for the 3-year period ending with the fiscal year 1951. The omission of an authorization for 1949 was based upon recommendations of the President and the Public Roads Administration.

The committee has therefore amended the bill to provide for an authorization of $400,000,000 for each of the fiscal years 1950 and 1951. This will permit continuous progress on the Federal-aid program at the current level on through the fiscal year 1951. The committee notes that these authorizations of $400,000,000 per year are larger than the prewar annual authorizations with allowance made for price increases as shown by price indices maintained by the Public Roads Administration. The committee also notes that the Federal contribution of $400,000,000 per year for highway construction represents a somewhat larger share of the total highway construction expenditures by all levels of government than has been provided by the Federal Government in past years. In the interest of obtaining needed highway improvements, of local and intrastate concern, as well as those of interstate and national importance as speedily as practicable, the committee urges the State and local governments to keep pace with the increase in Federal contributions.

Distribution among systems

No change has been made in the distribution of the authorizations among the three Federal-aid systems; namely, 45 percent on the primary system, 30 percent on the secondary system, and 25 percent on the urban system. With respect to the allocation for the secondary system, however, the new language inserted by the House in section 1 for the purpose of clarifying the term "secondary and feeder roads" to include county and township roads has been stricken out, since the committee feels that the existing basic language in the 1944 act is adequate to permit selection of appropriate roads for the secondary system including county and township roads as well as other types of secondary roads. In the opinion of the committee, the new language inserted by the House does not alter the meaning or effect of the basic language, and therefore does not serve the purpose for which it may have been intended.

Standards and administration of the secondary roads program

The committee received extensive testimony concerning the standards and administration of the secondary roads program. Several witnesses, notable among whom were representatives of farm organizations, expressed the view that the standards for many of the secondary roads are higher than the type and volume of traffic warrant and that the difficulties in obtaining a mutual understanding in the selection of suitable routes and standards have retarded the development of the program and have deprived some areas of an appropriate share of the Federal assistance. The committee notes that a separate division has been established in the Public Roads Administration to administer the secondary roads program. The Commissioner has explained the measures inaugurated to meet the problems arising in the execution of this program.

The committee recognizes that many major problems remain to be solved before this program can proceed on a smooth and fully effective course, but it is reluctant to make any changes in the present legislation which might prove to be harmfully restrictive until more exhaustive data can be obtained concerning these problems. It has therefore agreed to withhold at this time the modifications of the existing legislation desired by some of the witnesses.

In withholding any changes in the law at this time, the committee expects that the Public Roads Administration will review the matter of standards and intensify its efforts to reach a prompt and workable solution of these problems to the end that the secondary roads program will be developed to provide the optimum in effective and efficient use of the available funds compatible with the needs of the farmers and other rural residents.

Period of availability

The committee has amended the bill in section 1 to provide for making the new authorizations available for obligation for one fiscal year in addition to the respective fiscal years for which they are apportioned. This is the same term as provided in prewar authorizations and as originally contained in the 1944 act. The committee understands that most of the postwar delays in resuming a normal construction program have now been largely overcome and that the States are generally in a favorable position to proceed promptly under the new authorizations. The committee therefore believes that a return to the usual term of availability will stimulate the early construction of the most urgently needed road improvements.

The committee has further amended section 1 of the bill to extend the period of availability of the authorizations in section 4 of the 1944 act to 3 years beyond the close of the respective fiscal years for which apportioned. This amendment is needed to prevent a lapse of a small portion of the remaining apportionments and to permit all States to obligate the full amount of their apportionments.

National System of Interstate Highways

In section 7 of the 1944 act Congress directed that there shall be designated a national system of interstate highways not exceeding 40,000 miles so located as to connect by roads as direct as practicable the principal metropolitan areas, cities, and industrial centers to serve the national defense and to connect at suitable border points with roads of continental importance in the Dominion of Canada and the Republic of Mexico. In accordance with this provision the Public Roads Administration in cooperation with the States has designated a national system of interstate highways, which, at the present time, totals about 38,000 miles. The routes in this system are a part of the existing Federal-aid primary and urban systems totaling about 245,000 miles, and they constitute a Nation-wide network of the principal traffic arteries of the Nation from the standpoints of interstate commerce and national defense. Congress has not adopted any specific measures for financing the improvement of this network of top national priority roads. The committee has received proposals that some measure of financing be provided for in this bill either by specific earmarking of Federal funds or by supplying some stimulus to their improvement with the regular Federal-aid funds by allowing a larger share of Federal matching of funds. The committee feels that there is insufficient information available at present to earmark any specific funds for this purpose without risk of injury to the progress of the general highway program in some States. It is impressed, however, with the need for adopting some means of adding impetus to the improvement of this vitally important system. The committee has therefore amended the bill by inserting a new section 2, which permits the Federal share of any Federal-aid primary or urban road project lying on the national system of interstate highways to be increased to 60 percent of the cost thereof. It should be noted that this provision does not take away any funds from the secondary roads nor from the other Federal-aid systems. It merely permits the use of a larger proportion of Federal-aid funds for such portions of the primary and urban systems as are on the national system of interstate highways.

In order that the Congress may have available at an early date adequate information concerning the status of the national system of interstate highways and data concerning the indicated or potential needs for improved highways for national defense, the committee has also included a provision in the new section 2 of the bill calling for the submission of a report on this subject not later than April 1, 1949.

Forest highways and forest development roads and trails

Section 3 (a) of the bill, as amended, authorizes, for each of the fiscal years ending June 30, 1950 and 1951, $20,000,000 instead of the $25,000,000 for forest highways authorized in section 2 of H. R. 5888, as it passed the House, and $20,000,000 instead of the $12,500,000 for forest development roads and trails authorized in section 2 of H. R. 5888, as it passed the House. H. R. 5888, as it passed the House, made the authorizations for three fiscal years beginning with the fiscal year ending June 30, 1950, as contrasted with two fiscal years in the bill, as amended. The changes in amounts are in conformity with data presented at the hearings, including the recommendations of the Commissioner of Public Roads, the Secretary of Agriculture, and the Assistant Chief of the Forest Service. The bill, as amended, also adds a provision that the authorization for forest highways, for the fiscal year ending June 30, 1950, shall be apportioned for expenditure immediately upon the passage of the act, according to the area and value of the land owned by the Government within the national forests therein, which the Secretary of Agriculture is directed to determine and certify, and on or before January 1 next preceding the commencement of each succeeding fiscal year there is to be like apportionment. The Commissioner of Public Roads is authorized to incur obligations, approve projects, and enter into contracts under such apportionment and his action in so doing shall be deemed a contractual obligation of the Federal Government. It also provides that appropriations for forest highways shall be available to the Commissioner of Public Roads for expenditure and shall be administered in conformity with regulations jointly approved by the Federal Works Administrator and the Secretary of Agriculture.

The Commissioner of Public Roads is directed to transfer to the Chief of the Forest Service from appropriations for forest highways such amounts as may be needed to cover necessary administrative expenses of the Forest Service in connection with the forest-highway program.

A proviso added at the end of section 3 (a) of the bill, as amended, makes it possible for a State wherein forest highways which cross national forest lands are located to utilize Federal-aid system funds, not covered by formal agreements with the Commissioner of Public Roads for the improvement of specific projects, for payment up to the full cost of construction of such forest highways.

The need for adequate forest highways has increased due to the very extensive timber operations within the national forests in recent years. The timber in national forests is sold to private industry by the Federal Government on competitive bids and accessibility to a highway increases the value. Substantial sums are realized by the Federal Government from these timber operations. These conditions, in addition to the fact that lands in national forests are taken off of the State tax lists, are some of the reasons which prompted the inclusion of the aforementioned proviso.

Section 3 (b) cancels the authorization in section 9 of the Federal-Aid Highway Act of 1944 for forest highways for the fiscal year ending June 30, 1948, since funds for forest highways are available for expenditure from previous authorizations.

Section 3 (c) of the bill, as amended, modifies the present provision as to when the construction work on forest development roads and trails shall be advertised and let to contract as compared to doing the work by force account by changing the amount of the estimated cost per mile when such construction work must be let to contract from $5,000 or more per mile to $10,000 or more per mile. Among the reasons for increasing this amount are: (1) The higher costs of construction as compared with such costs when the provision was enacted in 1921; and (2) the desirability of providing a sufficient amount of force-account work so as to have at all times a force-account crew for fire fighting.

Park roads and trails

Section 4 (a) of the bill, as amended, increases the authorization for roads and trails, inclusive of necessary bridges, in national parks, monuments, and other areas administered by the National Park Service, including areas authorized to be established as national parks and monuments, and national park and monument approach roads authorized by the act of January 31, 1931 (46 Stat. 1053), as amended, from $4,250,000 to $10,000,000 and limits the authorization for the fiscal years ending June 30, 1950 and 1951. H. R. 5888, as it passed the House, made the authorization extend through the fiscal year ending June 30, 1952. This increase is based on data presented at the hearings and is in conformity with the recommendation of the Commissioner of Public Roads. It developed at the hearings that it will require a minimum of $3,000,000 annually for maintenance of roads and trails in the national parks. It also developed that fees at national parks for the last fiscal year amounted to $2,923,586.63 and that anticipated revenues for the current fiscal year will be about $3,500,000.

National parkways

Section 4 (b) of the bill, as amended, increases the authorization for the construction and maintenance of parkways to give access to national parks and national monuments, or to become connecting sections of a national parkway plan, over lands to which title has been transferred to the United States by the States, or by private individuals, from $10,000,000 to $12,500,000 for each of the fiscal years ending June 30, 1950 and 1951. The authorization in H. R. 5888, as it passed the House, extended through the fiscal year ending June 30, 1952. The Commissioner of Public Roads and other witnesses at the hearings recommended an authorization of $15,000,000 for these access roads.

Indian reservation roads

The only change made in section 4 (b) which authorizes an annual appropriation of $6,000,000 for Indian reservation roads and bridges and access roads is that the authorization is for two fiscal years ending June 30, 1950 and 1951, instead of three fiscal years ending June 30, 1950, 1951, and 1952.

Increase in funds for administrative, research, and investigational expense

Section 6 of the bill, as amended, is added. Its provisions are identical to H. R. 3759, which passed the House on July 7, 1947. It provides for an increase from 2½ per cent to not to exceed 3¾ per cent of all moneys appropriated or authorized to be appropriated for expenditure under the provisions of the bill, as the Federal Works Administrator may deem necessary for administering the provisions of the bill and for carrying on necessary highway research and investigational studies and publishing the results thereof. The section is made retroactive as to any amounts authorized for the third postwar fiscal year which are apportioned in accordance with section 4 of the Federal-Aid Highway Act of 1944 before the approval of the enactment of the bill. This increase is based chiefly on the increase in salaries of the administrative personnel of the Public Roads Administration and the expansion of its organization due to increased activities provided for by the Federal-Aid Act Highway of 1944. The present allowance of 2½ per cent is substantially lower than that provided for several other Federal agencies.

Amounts of State apportionments

The following table shows the approximate amounts which each State would receive each year from the authorizations for the Federal-aid systems in H. R. 5888, as amended:

State	Federal-aid primary ($180,000,000)	Federal-aid secondary ($120,000,000)	Federal-aid urban ($100,000,000)	Total ($400,000,000)
Alabama	$3, 746, 000	$2, 964, 000	$1, 029, 000	$7, 739, 000
Arizona	2, 564, 000	1, 773, 000	207, 000	4, 544, 000
Arkansas	3, 060, 000	2, 461, 000	441, 000	5, 962, 000
California	7, 109, 000	4, 068, 000	6, 415, 000	17, 592, 000
Colorado	3, 187, 000	2, 144, 000	737, 000	6, 068, 000
Connecticut	1, 104, 000	606, 000	2, 059, 000	3, 769, 000
Delaware	866, 000	578, 000	161, 000	1, 605, 000
Florida	2, 564, 000	1, 718, 000	1, 263, 000	5, 545, 000
Georgia	4, 457, 000	3, 401, 000	1, 281, 000	9, 139, 000
Idaho	2, 200, 000	1, 539, 000	167, 000	3, 906, 000
Illinois	6, 960, 000	3, 742, 000	7, 511, 000	18, 213, 000
Indiana	4, 252, 000	2, 851, 000	2, 421, 000	9, 524, 000
Iowa	4, 377, 000	3, 130, 000	1, 257, 000	8, 764, 000
Kansas	4, 433, 000	3, 113, 000	874, 000	8, 420, 000
Kentucky	3, 337, 000	2, 701, 000	1, 026, 000	7, 064, 000
Louisiana	2, 693, 000	2, 014, 000	1, 210, 000	5, 917, 000
Maine	1, 536, 000	1, 107, 000	443, 000	3, 086, 000
Maryland	1, 450, 000	927, 000	1, 414, 000	3, 791, 000
Massachusetts	2, 323, 000	620, 000	5, 222, 000	8, 165, 000
Michigan	5, 393, 000	3, 262, 000	4, 488, 000	13, 143, 000
Minnesota	4, 768, 000	3, 284, 000	1, 742, 000	9, 794, 000
Mississippi	3, 219, 000	2, 651, 000	474, 000	6, 344, 000
Missouri	5, 253, 000	3, 598, 000	2, 489, 000	11, 340, 000
Montana	3, 588, 000	2, 451, 000	243, 000	6, 282, 000
Nebraska	3, 528, 000	2, 490, 000	618, 000	6, 636, 000
Nevada	2, 265, 000	1, 517, 000	48, 000	3, 830, 000
New Hampshire	866, 000	578, 000	375, 000	1, 819, 000
New Jersey	2, 258, 000	820, 000	4, 366, 000	7, 444, 000
New Mexico	2, 873, 000	1, 989, 000	203, 000	5, 065, 000
New York	8, 545, 000	3, 366, 000	14, 828, 000	26, 739, 000
North Carolina	4, 305, 000	3, 527, 000	1, 179, 000	9, 011, 000
North Dakota	2, 632, 000	1, 897, 000	170, 000	4, 699, 000
Ohio	6, 207, 000	3, 654, 000	5, 954, 000	15, 815, 000
Oklahoma	4, 001, 000	2, 939, 000	1, 065, 000	8, 005, 000
Oregon	2, 960, 000	2, 020, 000	640, 000	5, 620, 000
Pennsylvania	7, 258, 000	4, 165, 000	8, 306, 000	19, 729, 000
Rhode Island	866, 000	578, 000	887, 000	2, 331, 000
South Carolina	2, 415, 000	1, 993, 000	517, 000	4, 925, 000
South Dakota	2, 782, 000	1, 980, 000	175, 000	4, 937, 000
Tennessee	3, 785, 000	2, 910, 000	1, 258, 000	7, 953, 000
Texas	11, 283, 000	7, 946, 000	3, 526, 000	22, 755, 000
Utah	2, 012, 000	1, 340, 000	343, 000	3, 695, 000
Vermont	866, 000	578, 000	167, 000	1, 611, 000
Virginia	3, 250, 000	2, 521, 000	1, 178, 000	6, 949, 000
Washington	2, 793, 000	1, 891, 000	1, 159, 000	5, 843, 000
West Virginia	1, 964, 000	1, 650, 000	638, 000	4, 252, 000
Wisconsin	4, 287, 000	2, 904, 000	2, 096, 000	9, 287, 000
Wyoming	2, 202, 000	1, 494, 000	105, 000	3, 801, 000
Hawaii	866, 000	578, 000	311, 000	1, 755, 000
District of Columbia	866, 000	578, 000	905, 000	2, 349, 000
Puerto Rico	876, 000	894, 000	659, 000	2, 429, 000

Calendar No. 1506

80TH CONGRESS
2D SESSION

H. R. 5888

[Report No. 1458]

IN THE SENATE OF THE UNITED STATES

APRIL 13 (legislative day, MARCH 29), 1948
Read twice and referred to the Committee on Public Works

JUNE 3 (legislative day, JUNE 1), 1948
Reported by Mr. COOPER, with amendments

[Omit the part struck through and insert the part printed in italic]

AN ACT

To amend and supplement the Federal-Aid Road Act approved July 11, 1916 (39 Stat. 355), as amended and supplemented, to authorize appropriations for continuing the construction of highways, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That for the purpose of carrying out the provisions of the Federal-Aid Road Act approved July 11, 1916 (39 Stat. 355), and all Acts amendatory thereof and supplementary thereto, and for continuing the ~~postwar~~ construction and reconstruction of highways in accordance with the provisions of the Federal-Aid Highway Act of 1944 approved December 20, 1944 (58 Stat. 838), there is hereby authorized to be appropriated the sum of ~~$500,000,000~~ *$400,000,000* for the fiscal year ending June 30, 1950, *and* a like sum for the fiscal year ending June 30, 1951~~, and a like sum for the fiscal year ending June 30, 1952~~.

The sum herein authorized for each fiscal year shall be available for expenditure as follows:

Forty-five per centum for projects on the Federal-aid highway system.

Thirty per centum for projects as set forth in paragraph (b) of section 3 of the Federal-Aid Highway Act of 1944 (58 Stat. 838)~~; except that for the purposes of this Act and all subsequent Acts continuing the postwar construction and reconstruction of highways in accordance with the provisions of the Federal-Aid Highway Act of 1944, (1) the term "secondary and feeder roads" and the term "principal secondary and feeder roads", wherever used in the Federal-Aid Highway Act of 1944, shall include county and township roads; and (2) in selecting county and township roads on which funds are to be expended, the State highway departments shall cooperate with township trustees and other appropriate local road officials~~; and

Twenty-five per centum for projects on the Federal-aid highway system in urban areas.

The said sums, respectively, for any fiscal year, shall be apportioned among the several States in the manner now provided by law and in accordance with the formulas set forth in section 4 of the Federal-Aid Highway Act of 1944 approved December 20, 1944.

~~Any sums apportioned to any State under the provisions of this section shall be available for expenditure in that State for three fiscal years after the close of the fiscal year for which such sums are authorized, and any amount so apportioned remaining unexpended at the end of such period shall elapse:~~ ~~*Provided*,~~ ~~That such funds shall be deemed to have been expended if covered by formal agreement with the Commissioner of Public Roads for the improvement of a specific project as provided by this Act.~~

Any sums apportioned to any State under the provisions of this section shall be available for expenditure in that State for one fiscal year after the close of the fiscal year for which such sums are authorized, and any sums apportioned to any State under section 4 of the Federal-Aid Highway Act of 1944, approved December 20, 1944, shall be available for expenditure in that State for three fiscal years after the close of the fiscal year for which such sums are authorized and any amount so apportioned remaining unexpended at the end of such period shall lapse: Provided, That such funds for any fiscal year shall be deemed to have been expended if a sum equal to the total of the sums apportioned to the State for such fiscal year is covered by formal agreements with *the Commissioner of Public Roads for the improvement of specific projects as provided by this Act.*

~~Sec. 2. For the purpose of carrying out the provisions of section 23 of the Federal Aid Highway Act of 1921 (42 Stat. 218), as amended and supplemented, there is hereby authorized to be appropriated the sum of $25,000,000 for forest highways for the fiscal year ending June 30, 1950, a like sum for the fiscal year ending June 30, 1951, and a like sum for the fiscal year ending June 30, 1952; and there is hereby authorized to be appropriated the sum of $12,500,000 for forest development roads and trails for the fiscal year ending June 30, 1950, a like sum for the fiscal year ending June 30, 1951, and a like sum for the fiscal year ending June 30, 1952, subject to the proviso in section 9 of the Federal-Aid Highway Act of 1944 respecting the apportionment for forest highways in Alaska.~~

Sec. 2. (a) Following the approval of this Act, when funds heretofore, herein, or hereafter made available for expenditure in accordance with the provisions of the Federal Highway Act, as amended and supplemented, on the Federal-aid highway system or on the Federal-aid highway system in urban areas are expended for any project on the National System of Interstate Highways, designated in accordance with the provisions of section 7 of the Federal-Aid Highway Act of 1944, the Federal share payable on account of *any such project may be 60 per centum of the cost thereof plus a percentage of the remainder of such cost as now authorized by section 5 (a) of the Federal-Aid Highway Act of 1944.*

(b) The Commissioner of Public Roads is hereby directed to cooperate with the State highway departments in a study of the status of improvement of the National System of Interstate Highways, designated in accordance with the provisions of section 7 of the Federal-Aid Highway Act of 1944; to invite the cooperation and suggestions of the Secretary of Defense and the National Security Resources Board as to their indicated or potential needs for improved highways for the national defense; and to supplement, not later than April 1, 1949, the report dated February 1, 1941, entitled "Highways for the National Defense" (Seventy-seventh Congress, first session), to reflect current conditions and deficiencies.

Sec. 3. (a) For the purpose of carrying out the provisions of section 23 of the Federal Highway Act (42 Stat. 218), as amended and supplemented, there is hereby authorized to be appropriated (1) for forest highways the sum of $20,000,000 for the fiscal year ending June 30, 1950, and a like sum for the fiscal year ending June 30, 1951, subject to the provision of section 9 of the Federal-Aid High-

way Act of 1944 respecting the apportionment for forest highways in Alaska; and (2) for forest development roads and trails the sum of $20,000,000 for the fiscal year ending June 30, 1950, and a like sum for the fiscal year ending June 30, 1951: Provided, That immediately upon the passage of this Act the appropriation herein authorized for forest highways for the fiscal year ending June 30, 1950, shall be apportioned by the Federal Works Administrator for expenditure in the several States, Alaska, and Puerto Rico, according to the area and value of the land owned by the Government within the national forests therein which the Secretary of Agriculture is hereby directed to determine and certify to him from such information, sources, and departments as the Secretary of Agriculture may deem most accurate, and hereafter, on or before January 1 next preceding the commencement of each succeeding fiscal year the Federal Works Administrator shall make like apportionment of the appropriation authorized for such fiscal year: Provided further, That the Commissioner of Public Roads may incur obligations, approve projects, and enter into contracts under the apportionment of such authorizations, and his action in so doing shall be deemed a contractual obligation of the Federal Government for the payment of the cost thereof: Provided further, That the appropriations made pursuant to authorizations heretofore, herein, and hereafter *enacted for forest highways shall be considered available to the Commissioner of Public Roads for the purpose of discharging the obligations created hereunder in any State or Territory: Provided further, That the total expenditures on account of any State or Territory shall at no time exceed its authorized apportionment: Provided further, That appropriations for forest highways shall be administered in conformity with regulations jointly approved by the Federal Works Administrator and the Secretary of Agriculture: Provided further, That the Commissioner of Public Roads shall transfer to the Chief of the Forest Service from appropriations for forest highways such amounts as may be needed to cover necessary administrative expenses of the Forest Service in connection with the forest-highway program: And provided further, That if, as to any State wherein such forest highways are located, it is not found feasible to expend all of the funds apportioned under section 1 of this Act for the purposes for which such funds were so apportioned, the Commissioner of Public Roads in his discretion, and upon application in writing by the State highway department of such State, may agree with such State to pay, from the funds apportioned under section 1 of this Act to such State and within the time such funds are available for expenditure, any or all of the funds which are not covered by formal agreements with the Commissioner of Public Roads for the im-*

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provements of specific projects as provided by this Act, for payment up to the full cost of the construction of such forest highways across national forest lands within such State.

(b) The authorization in section 9 of the Federal-Aid Highway Act of 1944 for forest highways for the fiscal year ending June 30, 1948, is hereby canceled.

(c) Hereafter, construction work on forest-development roads and trails, pursuant to the provisions of section 23 of the Federal Highway Act of November 9, 1921, as amended and supplemented, estimated to cost $10,000 or more per mile, exclusive of bridges, shall be advertised and let to contract. If such estimated cost is less than $10,000 per mile, or if, after proper advertising, no acceptable bid is received, or the bids are deemed excessive, the work may be done by the Secretary of Agriculture on his own account.

SEC. ~~3~~ *4.* (a) For the construction, reconstruction, improvement, and maintenance of roads and trails, inclusive of necessary bridges, in national parks, monuments, and other areas administered by the National Park Service, including areas authorized to be established as national parks and monuments, and national park and monument approach roads authorized by the Act of January 31, 1931 (46 Stat. 1053), as amended, there is hereby authorized to be appropriated the sum of ~~$4,250,000~~ *$10,000,000* for the fiscal year ending June 30, 1950, *and* a like sum for the fiscal year ending

June 30, 1951~~, and a like sum for the fiscal year ending June 30, 1952~~.

(b) For the construction and maintenance of parkways, to give access to national parks and national monuments, or to become connecting sections of a national parkway plan, over lands to which title has been transferred to the United States by the States or by private individuals, there is hereby authorized to be appropriated the sum of ~~$10,000,000~~ *$12,500,000* for the fiscal year ending June 30, 1950, *and* a like sum for the fiscal year ending June 30, 1951~~, and a like sum for the fiscal year ending June 30 1952~~.

(c) For the construction, improvement, and maintenance of Indian reservation roads and bridges and roads and bridges to provide access to Indian reservations and Indian lands under the provisions of the Act approved May 26, 1928 (45 Stat. 750), there is hereby authorized to be appropriated the sum of $6,000,000 for the fiscal year ending June 30, 1950, *and* a like sum for the fiscal year ending June 30, 1951~~, and a like sum for the fiscal year ending June 30, 1952~~: *Provided,* That the location, type, and design of all roads and bridges constructed shall be approved by the Public Roads Administration before any expenditures are made thereon, and all such construction shall be under the general supervision of the Public Roads Administration.

SEC. 4 *5*. All provisions of the Federal-Aid Highway Act of 1944, approved December 20, 1944 (58 Stat. 838), not inconsistent with this Act, shall remain in full force and effect.

SEC. 6. The first paragraph of section 21 of the Federal Highway Act, approved November 9, 1921 (23 U. S. C. 21), is hereby amended to read as follows:

"That so much, not to exceed 3¾ per centum, of all moneys appropriated or authorized to be appropriated for expenditure under the provisions of this Act, as the Federal Works Administrator may deem necessary for administering the provisions of this Act and for carrying on necessary highway research and investigational studies independently or in cooperation with the State highway departments and other research agencies, and for publishing the results thereof, shall be deducted therefrom for such purposes when the apportionment is made and the amount so deducted shall be available until expended from appropriations made under the provisions of this Act: Provided, That should the apportionment of the amounts authorized for the third postwar fiscal year be made in accordance with section 4 of the Federal-Aid Highway Act of 1944 before the approval of this Act, a revised apportionment may be made and the increased amount authorized by this section deducted for administration, research, and investigational studies."

SEC. ~~5~~ *7*. This Act may be cited as the "Federal-Aid Highway Act of 1948".

Passed the House of Representatives April 12, 1948.

Attest: JOHN ANDREWS,
Clerk.

Calendar No. 1506

80TH CONGRESS
2D SESSION

H. R. 5888

[Report No. 1458]

AN ACT

To amend and supplement the Federal-Aid Road Act approved July 11, 1916 (39 Stat. 355), as amended and supplemented, to authorize appropriations for continuing the construction of highways, and for other purposes.

APRIL 13 (legislative day, MARCH 29), 1948

Read twice and referred to the Committee on Public Works

JUNE 3 (legislative day, JUNE 1), 1948

Reported with amendments

RECEIVED
JUN 8 1948
FOR FILING
218-1121

Cross Referenced to
Ahwy
U S Gov't
Dept of Interior - Gen.

June 8, 1948

163W

~~Indexed~~
~~Alphabetically~~

Relative Indexed
Under
Sprague River Rd.

Oregon State Highway Commission

Gentlemen:

I attach hereto a copy of a letter addressed to Mr. Malcolm Epley, c/o Herald and News, Klamath Falls, Oregon, from Lowell Stockman. You will note that Mr. Stockman believes that he will be able to earmark a sum of $150,000 of the General Road Fund of the Office of Indian Affairs for the Sprague River Road, which amount the State will match according to previous agreement.

We did have an agreement some three years ago to match $150,000 of Indian Service funds on the Sprague River Road and we have recently fulfilled that obligation by contracting for three bridges on this road at an estimated cost of $150,000. We have no agreement for the matching of future funds.

I have checked this matter with the office of Indian Affairs at Portland and they advised that this additional $150,000 of funds is contingent upon the amount being matched by the Oregon State Highway Commission.

Although we have had no formal request from the Office of Indian Affairs, it is quite certain that before the appropriation can be made it will be necessary for the State Highway Commission to advise whether it will, or will not, match the $150,000 appropriation if passed.

This matter will be on the next agenda for your consideration.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.
cc; W. C. Williams

COMMITTEE
APPROPRIATIONS

Congreſs of the United States
House of Representatives
Washington, D. C.

May 17, 1948

NOTED
W. C. WILLIAMS

Mr. Malcolm Epley
c/o Herald and News
Klamath Falls, Oregon

Dear Mac:

I have been able to have the House Appropriations Committee earmark in the Interior Department Appropriation Bill an amount of $150,000 of the General Road Fund of the Office of Indian Affairs for the Sprague River Road, which amount the State will match according to previous agreement.

While this item of course must also be approved by the Senate Appropriations Committee and be passed by a vote of both Houses, I think we have a good chance of getting it finally approved, and I shall give it my diligent support every step of the way.

With all best wishes, I am

Sincerely yours,

Lowell Stockman

LOWELL STOCKMAN, M.C.
LS:mbj

REFERRED TO Williams —
Find out if this is the former amt. [illegible] agreed to furnish

Copy for: Mr. Wally M. Hector
County Engineer
Klamath Falls, Oregon

Honorable Forrest Cooper
Lakeview
Oregon

Mr. Edward Prisulx
The Chiloquin Review
Chiloquin, Oregon

Mr. R. H. Baldock, Chief Engineer
Oregon State Highway Department
Salem, Oregon

RECEIVED
MAY 24 1948
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 5 1948
FOR FILING

218-1121

January 13, 1948

Relative Indexed
Under
Sprague River Rd.

162 10

Mr. Forrest E. Cooper
Attorney at Law
Lakeview, Oregon

Dear Mr. Cooper:

This is to acknowledge receipt of the carbon copy of your letter of December 29, 1947, directed to Mr. Ed Turnbull, Chairman of the Highway Committee of the Eugene Chamber of Commerce, with respect to the Sprague River Road through the Klamath Indian Reservation. It shall be brought to the attention of the State Highway Commission.

Incidentally, the Highway Commission had this matter under discussion at its last meeting but postponed any action with respect thereto pending action by the Federal authorities.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:eo 1/14

January 13, 1948

Members of the State Highway Commission

Gentlemen:

Attached is a copy of a letter from Forrest E. Cooper, attorney at Lakeview, to Mr. Ed Turnbull, Eugene, concerning the Sprague River Road in the Klamath Indian Reservation. A copy of this letter was sent to this office for your information.

I have acknowledged receipt of it and informed Mr. Cooper that I would bring it to your attention.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

RBG:ec 1/14
Attch.

STATEMENT OF FUNDS

As of Dec. 31, 1947

Total Estimated Project Cost. . . . . $ 1,081,000.00

	Appropriated	Expended	Balance
State Highway Comm.	150,000.00	6,000.00	144,000.00
Klamath Agency	150,000.00	120,363.17	29,636.83
	Balance Remaining		173,636.83
	Add'l Funds Required		907,363.17

ENGINEER'S ESTIMATE

Project 1-D Sta. 130/05 to 210/00

	Amount	Approx. 13% Depr.	1.51 miles Total
Grading--			
1.51 Miles @ $12000	18,000.00	2,375.00	20,375.00
Surfacing--			
Pit run Gravel 12"			
1.51 x 5476 8280 C.Y. @ $1.00	8,280.00	1,075.00	9,355.00
Crushed Rock 6"			
1.51 x 2738 4140 C.Y. @ $2.00	8,280.00	1,075.00	9,355.00
Oiling			
1.51 Miles @ $5,000.00	7,500.00	975.00	8,475.00
			47,560.00
Contingencies--			3,440.00
		Total..........	51,000.00

Note: Estimate for surfacing included both base course and mat material

Note: No construction accomplished - Project section in stage of survey and plans.

COST RECORD

Project 1-D Sta. 130/05 to 210/00 1.51 miles

Item		Cost
Field survey-office R/W and detours		3006.12
	Total	3006.12

Note: As of 12-31-47

ENGINEER'S ESTIMATE

Project 1-C Section 210/00 to 270/00 1.14 miles

Item	Quan.	Unit	Unit Price	Total
Right of way	12.7	Acre	156.00	1980.00
Grading	10855	C.Y.	.36	3943.00
Culverts in place	96	Lin.ft.	3.47	333.00
Surfacing:				
Crushed rock	3125	C. Y.	2.40	7500.00
Pit run gravel	6250	C. Y.	1.20	7500.00
Oiling	1.14	Mi.	5940.00	6770.00
Contingencies				2774.00
			Total. . . .	$30300.00

Note: Depreciation included in items of work (Approx. 20%)

Estimate for surfacing includes both base course and mat material

See attached sheet for work accomplished.

COST RECORD

Project 1-C

210+00 to 270+00

1.14 miles

Item	Quan.	Unit	Unit Cost	Total
Right of way	12.7	Acre	168.00	2134.00
Grading	10855	C.Y.	.34	3691.00
Culverts in place	96	Ln.ft.	8.75	820.00
Surfacing:				
Pit run gravel	2000	C.Y.	1.43	2860.00
Contingencies				2793.00
			Total......	$ 12,298.00

Note: As of Dec. 31, 1947.

ENGINEER'S ESTIMATE

Project 1-C　　Sec. 270/00 to 572/00　　5.69 miles

Item	Quantity	Unit	Unit price	Total
Right of way	57.6	Acre	160.00	9,210.00
Grading	108849	C.Y.	.41	44,642.00
Culverts in place	1116	Ln.ft.	3.88	4,332.00
Timber bridge	16	Ln.ft.	71.00	1,140.00
Surfacing:				
Pit run gravel	31200	C. Y.	1.17	36,400.00
Crushed rock	15600	C. Y.	2.35	36,400.00
Oiling	5.69	Mi.	5871.00	33,410.00
Contingencies				13,466.00
			Total	$179,000.00

Note: Depreciation included in items of work (Approx. 17%)

Surfacing includes both base course and mat material

See attached sheet for work accomplished.

COST RECORD

Project 1-C

270/00 to 572/50

5.69 miles

Item	Quantity	Unit	Unit price	Total
Right of way	58.3	Acre	168.00	9,794.78
Grading	71341	C.Y.	.34	24,775.66
Culverts in place	674	Ln.ft.	8.78	5,922.51
Surfacing:				
Pit run gravel	1315	C.Y.	1.45	1,908.03
Contingencies				2,518.96
			Total........	$ 44,919.94

Note: As of Dec. 31, 1947

Culverts purchased for entire project 1-C - only 60% installed.

ENGINEER'S ESTIMATE

Project 1-C

Sec. 572/50 to 877/53

3.93 miles

Item	Quantity	Unit	Unit price	Total
Right of way	45	Acre	148.00	6,640.00
Grading	73060	C.Y.	.37	26,935.00
Culverts in place	696	Ln.ft.	3.80	2,567.00
Surfacing:				
Pit run gravel	21500	C.Y.	1.18	25,300.00
Crushed rock	10750	C.Y.	2.36	25,300.00
Oiling	3.93	Mi.	5870.00	23,070.00
Contingencies				8,868.00
			Total.	$ 118,700.00

Note: No construction accomplished

Surfacing estimate includes both base course and mat material

Depreciation included in items of work (Approx. 18%).

ENGINEER'S ESTIMATE (ORIGINAL)

Project 1-B 877/53 to 1255/00 7.15 miles

Item	Quantity	Unit	Unit price	Total
Right of way	86.65	Acre	10.00	866.50
Grading	78125	C.Y.	.35	27,343.75
Culverts in place	930	Ln.ft.	2.75	2,570.00
Timber bridge	13	Ln.ft.	45.00	585.00
Surfacing:				
Pit run gravel	31600	C.Y.	.90	28,440.00
Contingencies				5,194.75
				65,000.00

Note: Depreciation included.

See attached sheet for work accomplished.

Project 1-B

COST RECORD

Project 1-B

877/53 to 1255/00

7.15 miles

Item	Quantity	Unit	Unit price	Total
Right of way	86.65	Acre	446.00	3,882.98
Grading	81000	C.Y.	.38	31,144.31
Culverts in place	462	Ln.ft.	8.57	3,960.31
Surfacing:				
Pit run gravel	12850	C.Y.	1.09	14,128.35
Contingencies				7,023.16
			Total.........	$60,139.11

Note: R/W includes fencing and moving telephone line.

ENGINEER'S ESTIMATE (SUPPLEMENT)

Project 1-B

877/53 to 1255/00

7.15 miles

Item	Quantity	Unit	Unit price	Total
Rock excavation	16000	C.Y.	1.00	19,000.00
Reshaping	7.15	Mi.	2000.00	16,800.00
Culverts in place	468	Ln.ft.		2,000.00
Surfacing:				
Pit run gravel	39200	C.Y.		45,700.00
Crushed rock	19600	C.Y.		45,700.00
Oiling	7.15	Mi.		41,950.00
Contingencies				13,850.00
			Total. . . .	$185,000.00

Note: Depreciation included in items of work

Balance of work needed to complete project 1-B

ENGINEER'S ESTIMATE

Project 1-E

1255/00 to 1309/00

0.93 miles

Item	Quantity	Unit	Unit price	Total
Right of way	0.93	Mi.	910.00	910.00
Grading	12600	C.Y.	.44	5,595.00
Culverts in place	180	Ln.ft.	3.75	675.00
Timber Structures	19	Ln.ft.	100.00	1,900.00
Surfacing:				
Pit run gravel	3000	C.Y.	.92	2,750.00
Crushed rock	590	C.Y.	2.66	1,580.00
Oiling	0.93	Mi.	7400.00	7,400.00
Contingencies				1,190.00
			Total..........	$22,000.00

Note: No wrk accomplished

Depreciation included in items of work

Estimate for oiling includes mat material.

ENGINEER'S ESTIMATE

Project 1-E Sec. 1309 to 1381 1.53 miles

Item	Quantity	Unit	Unit price	Total
Right of way	1.53	Mi.	300.00	455.00
Grading	21600	C.Y.	.45	9,825.00
Culverts in place	1275	Ln.ft.	3.30	4,210.00
Surfacing:				
Pit run gravel	4500	C.Y.	.89	3,975.00
Crushed rock	910	C.Y.	2.33	2,120.00
Removing and relaying Logging RR track	1300	Ln.ft.	2.00	2,600.00
Oiling	1.53	Mi.	8653.00	13,240.00
Contingencies				2,075.00
			Total	$38,500.00

Note: No work accomplished

Depreciation included

Oiling includes mat material

ENGINEER'S ESTIMATE

Project 1-E Sec. 1381 to 1859 8.96 miles

Item	Quantity	Unit	Unit price	Total
Right of way	8.96	Mi.	692.50	6,205.00
Grading	126800	C.Y.	.44	56,480.00
Culverts in place	1700	Ln.ft.	4.90	8,345.00
Timber Structures	136	Ln.ft.	124.00	16,850.00
Surfacing:				
Pit run gravel	29500	C.Y.	.85	25,125.00
Crushed rock	6000	C.Y.	2.33	14,000.00
Oiling	8.96	Mi.	8292.00	74,300.00
Contingencies				10,195.00
			Total.	$211,500.00

Note: No work accomplished

Depreciation included in items of work

Oiling includes mat material.

AGENDA

5-c

December 29, 1947

Mr. Ed Turnbull
Chairman, Highway Committee
Eugene Chamber of Commerce
Madison Street, Eugene, Oregon

Re: Sprague River Road, Klamath
Indian Reservation

Dear Ed:

In compliance with the request of your chamber I am forwarding a copy of my recent letter to the Highway Commission relative to this subject. There is no chance of the Indian Bureau building this road to modern standards pursuant to its present $60,000 per year boondoggling program. If other arrangements are not made this region is developing so rapidly that the Highway Commission will have tostep in and do the entire job without any outside financial help. Present plans call for 3 sustained yield 20 million feet per year sawmills in the heart of the reservation. These projects, plus the Indian projects and travel plus the cross-reservation travel is rapidly putting the Highway Commission in a position where it will take action at its own expense.

I do not doubt our ability to have the congress make it worth while for the Highway Commission to take over at this time. But the Highway Commission has all of the traffic counts, engineering data, etc. If it won't come forward and furnish the facts upon which to base an appropriation for this road, said appropriation to be turned over to the Highway Commission to be spent on contract on this road, our chances of success are slim. You have got to build a case of this kind from the bottom up with facts.

The specil interim committee will get around tostudying the road problems of our 3 big reservations in the spring but that will be too late for us. What to do on the Klamath Reservation is a hot subject in Washington right now. Eight similar bills dealing with reservations from New York to California are on the sidetrack waiting for the Klamath bill to come up for final action. If we Oregonians are on the ball of the foot we can make a sale.

ACKNOWLEDGED
H. B. GLAISYER

Sincerely yours,

COPIES TO COMMISSIONERS

TEC:GH
CC: Oregon Highway Commission
Salem, Oregon

RECEIVED

FORREST E. COOPER
ATTORNEY-AT-LAW
LAKEVIEW, OREGON

COUNSEL: INTERSTATE ASSOCIATION OF
PUBLIC LAND COUNTIES

RECEIVED
JAN 19 1948
FOR FILING

218-1121

December 23, 1947

FILED
State Highway Engineer

Indexed
Alphabetically

Oregon State Highway Commission
Salem
Oregon

SPRAGUE RIVER RD.

Attention: Mr. R. H. Baldock, State Highway Engineer.

Re: Chiloquin--Sprague River road, Klamath Indian Reservation.

Dear Mr. Baldock:

I thank you for your recent letter. I had hoped that the highway commission would set a figure which the federal government would be expected to meet as a consideration for the state taking this road into the state highway secondary system.

The tribal delegates visited my office today enroute to Washington. They approved of my suggestion that arrangements be made to have the state take over the roads as soon as possible. I am also going to Washington within the next 10 days. Both the tribal delegates and myself will be unable to make progress until the highway commission sets the term upon which it will take over the road.

In estimating such a figure I believe that weight should be given to the fact that when the new U. S. 97 is completed from Chiloquin on north that much of the Lake County traffic to Willamette Valley will pass over the road because it is shorter than any other route. Furthermore, the Klamath tribe has donated all of the right of way for all of the roads on the reservation. If this acreage had been in private ownership the highway department would have had to pay a pretty stiff price.

But as stated above, we are in no position to push this matter at the Washington end until you people, who possess the facts, give us something definite to work upon. I would appreciate it if I can hear from you on or before January 5.

Yours very truly,

Forrest E. Cooper

RECEIVED
DEC 24 1947
OREGON
STATE HIGHWAY COMMISSION

FEC:lmw

Roads

AIR MAIL

Klamath Indian Agency
Klamath Agency
Oregon

Febr. 12, 1948.

The Commissioner of Indian Affairs
Washington, D. C.

Dear Mr. Commissioner: Att: J. Maughs Brown, Dir. of Roads.

Reference is made to your air mail letter dated Febr. 2, 1948 relative to information requested by you concerning the Sprague River Road project.

There is submitted herewith a sketch map of the entire route showing various sections and indicating the progress that has been made on each section to date.

It will be noted that on the bottom of the chart engineer's total estimated costs for each section and actual costs up to 12-31-47 are listed. Actual costs listed are Indian Service expenditures and include depreciation.

In addition we are enclosing for your information and files, a copy of the revised itemized engineers cost estimate for the entire route, and actual cost record reports showing work accomplished and funds expended to date. This revised cost estimate for the entire Sprague River project was prepared at the request and in conjunction with the Portland District Office for the purpose of information and data to submit to the Oregon State Highway Commission at a proposed meeting with them and the Indian Service at some future date.

A statement of expenditures on the Sprague River Road broken down into fiscal years, showing actual cash, depreciation, balance of funds as of Dec. 31, 1947 and additional funds required to finish out this year, as per our revised budget for F. Y. 1948 is being enclosed for your information.

The present agreement with the State is that they will let a contract for the three Sprague River bridges. Over a year ago the State rejected bids for approximately $163,000.00 for the construction of these bridges, with the thought in mind that perhaps prices and conditions would stabilize themselves in another year. To date there has been very little decrease, if any, in costs and it is quite logical to expect as high a bid, whenever the State decides to re-advertise the three bridges.

To date the State has spent approximately $6000 on surveys on the east end of the project. It is my opinion that with continued high prices that the State upon re-advertising and accepting bids on the bridges together with their expenditure of $6000 for surveys will greatly exceed $150,000.00.

It is hoped that this report will be of value to you and will enable you to give Mr. Boyd Jackson whatever information concerning the Sprague River Road he desires.

Yours very truly,

HVT:h
encl.

B. G. Courtright
Superintendent.

CC--Portland Dis. Office.
John G. Cable, Dist. Road Engr.

STATEMENT OF EXPENDITURES

Chiloquin-Sprague River Road - as of December 31, 1947.

Project:	Gross Costs	Depreciation	Expenditures
1-B F. Y. 1942	6,381.76		
1943	26,321.34		
1944	23,628.48		
1945	3,807.53		
	60,139.11	3,808.19	56,330.92
1-D F. Y. 1946	178.21	12.66	
1947	2,827.91	30.13	
	3,006.12	42.79	2,963.33
1-C F. Y. 1946	2,064.51	84.17	
1947	23,230.48	2019.49	
1948 to 12-31-47	31,922.95		
	57,217.94	2103.66	55,114.28
1-C Balance Budget F. Y. 1948, as of 12-31-47	11,687.05		11,687.05
Addition-Revised Budget 1948 - 1-20-48	27,881.90		27,881.90
GRAND TOTAL.			153,997.48

POST WAR CONSTRUCTION ESTIMATE

Sprague River Road

Proj.	Station	Miles	Grading	Surfacing	Oiling	Bridges	Total
1-D	130 to 210	1.51	23815	18710	8475		51,000
1-C	210 to 270	1.14	8530	15000	6770		30,300
	Bedford Bridge					60000	60,000
1-C	270 to 572/50	5.69	72790	72800	33410		179,000
	Lone Pine Bridge					60000	60,000
1-C	572/50 to 877/53	3.93	45030	50600	23070		118,700
1-B	877/53 to 1255	7.15	88210	119840	41950		250,000
1-B	1255 to 1309	0.93	10270	4330	7400		22,000
	Sprague River Bridge					60000	60,000
1-B	1309 to 1381	1.36	19165	6095	13240		38,500
1-B	1381 to 1860	8.96	98075	39125	74300		211,500
		30.67	365885	326500	208615	180000	1,081,000

RECEIVED
DEC 19 1947
FOR FILING

218-1121

#163 W

Agenda Item [illegible]
November 24 [illegible]d 25, 1947

Relative Indexed
Under
Sprague River Rd.

December 16, 1947

Mr. Forrest E. Cooper
Attorney at Law
Lakeview, Oregon

Dear Mr. Cooper:

Reference is made to your letter of November 3, 1947, directed to the Oregon State Highway Commission and concerning the liquidation of the Klamath Indian Reservation and the future status of the Sprague River Road.

I presented your letter to the State Highway Commission at its last meeting, and as a result of discussion I was instructed to inform you that the Commission will be pleased to discuss with you the disposition of this road if and when the Federal funds to which you refer are forthcoming.

With best holiday wishes, I remain

Sincerely yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HRG:eo 12/17

RECEIVED
FOR FILING

318-1121

#1 3W

CLASS OF SERVICE
This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

JOSEPH L. EGAN
PRESIDENT

1201

(09)

SYMBOLS
DL = Day Letter
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRA202PD=LAKEVIEW ORG 24 338P

NOV 24 PM 4 15

H B GLAISYER=

SECY OREGON STATE HIGHWAY COMMISSION

5

UNABLE TO ATTEND MEETING. SUGGEST KLAMATH RESERVATION MATTER BE HANDLED BY CORREPONDENCE=

FORREST E COOPER.

Phoned to Audrey C.
at Portland
1:50 P.M.
C.H.A.
11/24/47

TELEGRAPH
THANKSGIVING
GREETINGS

SPECIAL
BLANK
AND
ENVELOPE

APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
NOV 20 1947
FOR FILING

218-1121

November 20, 1947

Oregon State Highway Commission

Gentlemen:

Please refer to the letter addressed to you by Forrest E. Cooper, Attorney at Law, Lakeview, Oregon, having reference to the possibility of placing the Sprague River Road on the state highway system.

In order that you may have the necessary data with which to give consideration to the request, I have had a reconnaissance survey made and give you the following data:

The estimated cost of constructing the entire section between Chiloquin and Sprague River is $1,046,000. Of this amount approximately $150,000 is required for three bridges and the State has obligated itself to spend $150,000 on these bridges and the Indian Service is obligated to spend an additional $150,000 on grading the new roadbed. Deducting this $300,000 total leaves a balance to be constructed in the amount of $746,000.

After the highway is constructed it will require $400 per mile maintenance costs, or $13,272 per year for the total length of the highway, which will be 33.18 miles.

I attach a sketch map on which is indicated the proposed route of the Chiloquin-Sprague River Section, as reconstructed.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW/ds

cc - W. C. Williams
H. G. Smith

ASSIGNMENT

CRIPTION: L[illegible]. 11/7/47 fro[illegible]HB re. taking o[illegible] the Sprague River Road through the Klamath Indian Reservation.

No. 14[illegible]
WCW

DATE: 11/12/47

ASSIGNED TO: SMITH

☐ Investigation and report to this office
☐ Reply direct with copy to this office
☐ Return with drafted reply
☐ Comment or recommendation and return to this office
☐ Investigation and such action as is necessary
☐ Please prepare reply for my signature
☐ Assignment executed Date ____________

☒ Please have Chandler obtain data requested by Mr. Baldock. Would like this before Nov. 24, Comm. meeting if possible. 11-25-47

REPORT RECEIVED:

REMARKS:

FORM E-30 25M 12-46

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 18, 1947

SUBJECT:

To: Mr. W. C. Williams
Ass't State Highway Engineer
Office

Dear Sir:

Herewith please find sketch map of the Sprague River Road, showing costs of construction.

The total cost of construction of 33.18 miles of highway has been estimated at $951,050. Of this, the State is obligated to expend $150,000, and the Indian Service $150,000, leaving unfinanced $651,050.

The cost of maintenance of the present road cannot be determined with any degree of accuracy, but, if improved, the maintenance would run $400.00 per mile, or $13,272 per year. This capitalized will amount to $260,232, which added to $651,050 makes $911,282, the amount necessary for future financing of construction and maintenance.

Very truly yours,

H. G. Smith
Construction Engineer

951,050
95
$1046,000

HWL:ER

Enc.

FORREST E. COOPER
ATTORNEY-AT-LAW
LAKEVIEW, OREGON

AGENDA
NOV 24 1947

P

November 12, 1947

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

I thank you for your letter of November 6 wherein you acknowledged receipt of my letter of November 3 relative to the Sprague River Road and its relation to the liquidation of the Klamath Indian Reservation.

I also thank you for tentatively assigning 15 minutes on commission agenda starting at 10:15 A. M. Tuesday November 25, to this subject. We thank you for this appointment because either someone from the Klamath County Court or myself will be present at that time.

Yours very truly,

Forrest E. Cooper

FEC:imw

cc: Klamath County Court

10:15 AM
Nov 25

RECEIVED
NOV 11 1947
OREGON
STATE HIGHWAY COMMISSION

[illegible] M

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RECEIVED
NOV 12 1947
FOR FILING

218-1121

Cross Referenced To
Adm.
U.S. [illegible]
Dept. [illegible]

Adm.

Salem, O[redacted]
November 7,

Mr. W. C. Williams

Attached hereto is a copy of a letter just received from Forrest E. Cooper, General Counsel for the Public Lands Committee of the Association of Oregon Counties, regarding taking over the Sprague River Road through the Klamath Indian Reservation.

In order that I may give the Commission the correct status of this road, please have someone make an examination, prepare a sketch map showing the portion of the road to be improved with $150,000 state funds and $150,000 Indian Service money, the cost of reconstruction of the rest of the road to adequate standards, and the annual cost of maintenance in its present status and the annual cost of the maintenance after the reconstruction work has been done throughout.

R. H. Baldock

RHB:hl
cc: J. M. Devers
H. B. Glaisyer

November 6, 1947

Mr. Forrest Cooper
Attorney at Law
Lakeview, Oregon

Dear Mr. Cooper:

Some time ago, in a telephone conversation concerning the Sprague River Road, you mentioned that you might want to appear before the State Highway Commission at its November meeting with respect to that subject.

I did not know at that time just when the meeting would be held, but I can now state definitely that the Commission has scheduled it for Monday and Tuesday, November 24 and 25. Delegations will be heard on the second day, November 25.

If it is your desire to appear before the Commission at this meeting, I will be glad to set a time for your appearance if you will let me know.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ee

November 6, 1947

Members of the State Highway Commission

Gentlemen:

Attached for your information is a copy of a letter that has just been received from Mr. Forrest E. Cooper, Attorney at Law, Lakeview, Oregon, regarding the Sprague River Road.

I am including this matter as one of the items on the agenda for consideration by the Commission at its meeting on November 24 and 25. I am also handing copies of the letter to Mr. Baldock and to Mr. Devers so they will be in position to answer any questions that may arise when the matter comes up for discussion.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ce
Attch.

cc - Mr. R. H. Baldock
Mr. J. M. Devers

November 6, 1947

Mr. Forrest E. Cooper
Attorney at Law
Lakeview, Oregon

Dear Mr. Cooper:

This is to acknowledge receipt of your letter of November 3, received in this office this afternoon, regarding the liquidation of the Klamath Indian Reservation and the disposition of the Sprague River Road.

I shall be pleased to bring your letter to the attention of the State Highway Commission at the earliest opportunity. In the meantime I am forwarding copies thereof to the individual members of the Commission for their advance information, and I am also forwarding a copy to Mr. R. H. Baldock, State Highway Engineer, so he will be in position to advise the Commission in the matter when it comes up for discussion.

I wrote you just this morning inquiring whether or not you still wish to appear before the Highway Commission at its meeting on November 25 to discuss the subject of your letter. Anticipating that you will be present, I am tentatively assigning you 15 minutes of time starting at 10:15 a.m. on Tuesday, November 25. I would like to know definitely, however, if you will be present so I can assign the time to someone else in the event you do not wish to appear before the Commission at this meeting.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ee

The meeting will be held in the Imperial Hotel, Portland

11/5/47

Mr. Glaisyer:

Forrest Cooper, of Lakeview, would like to know when the next meeting of the Highway Commission will be. You asked me some time ago to remind you of his request a week or so before the November meeting.

NOTE TO Cooper
DATE 11/6/47

FORREST E. COOPER
ATTORNEY-AT-LAW
LAKEVIEW, OREGON

COUNSEL: INTERSTATE ASSOCIATION OF
PUBLIC LAND COUNTIES

4 1947

5C

November 3, 1947

Oregon State Highway Commission
Salem
Oregon

Re: Liquidation of Klamath Indian Reservation. S. 1222 Sprague River Road.

Gentlemen:

A few months ago senators Cordon and Morse introduced a bill for the purpose of abolishing the Klamath Indian Reservation. Mr. Stockman introduced a companion bill in the House. 5 members of the senate committee on Public Lands held a hearing on this subject in Klamath County during the month of August. About 6 days were devoted to the investigation and I believe that it was about the most thorough analysis that has ever been made of one of these economic ice boxes. The senate committee appointed me to serve as its special counsel in connection with the hearing.

The senators were of the opinion that the congress should take certain steps to correct certain practices and then, after certain preliminary matters have been taken care of, the congress can then get around to the question of abolishing the reservation. The preliminary problems relate to education, agriculture extension services, a substitute for the now health program, the transfer of law enforcement to the state and county and an improved plan for the handling of the roads within the reservation which have not been incorporated into the state and county road system. Arrangements are being made to take care of all of these problems with the exception of the last one. My reason for writing to you is to see if a concrete proposal can be worked out by the cooperation of the Klamath County Court and by the State Highway Commission which I can present to the senate when I go back to Washington in January. I will not try to list many of the road facts relative to the reservation because you probably have them at your finger tips. The primary problem facing the senate committee on Public Lands is the task of eliminating several interprises in and about the reservation which the Indian Bureau has established for the purpose of keeping its grip upon the territory embraced by the reservation. Each year the congress appropriates about $3,000,000.00 for the benefit of the road systems on the western Indian reservations. The money comes from general treasury funds and not from the tribes. About $60,000.00 per year is allotted to the Klamath reservation. Some of this money has recently been used to purchase war surplus road machinery. I have been informed that the reservation now has better road equipment than any county in the state. Some of this money is supposed to be used, together with tribal funds, to improve the rural roads on the reservation. It has been my observation that very little value is received from this part of the expenditure, the money being used primarily to control the voting at the tribal elections through the control of reservation jobs.

11/6 ACKNOWLEDGED
H. B. GLAISYER

COPIES TO COMMISSIONERS
Baldock

M

The testimony which was taken at the hearing indicates that practically all of the money of the Indian Bureau is being expended upon the Sprague River road. Since you gentlemen have an agreement with the Indian Bureau and the Klamath County Court relative to certain improvements on the Sprague River road you are a better judge than I as to the progress which the Indian Bureau is making, taking into consideration its equipment and appropriations. The Klamath Indian Reservation has an estimated value of around $25,000,000.00. The continuance of the reservation costs the federal treasury approximately $100,000.00 per year and it costs the tribe about $200,000.00 per year. If the tribal assets should become taxable the annual tax payment would equal that which is now paid by the Southern Pacific Railroad which has about 140 miles of mainline track through the county. You can readily see that it is in the public interest not to retard the abolishment of the reservation by permitting any little side shows to stand in the way.

As counsel for the Public Lands Committee of the Association of Oregon Counties, I have asked the Klamath County Court to make an investigation to see whether or not it would be willing to take a bill of sale to the road machinery on the reservation and assume the obligation of maintaining the rural roads throughout the area. I would appreciate it if you gentlemen will come forward with a proposition which I can submit whereby you will take jurisdiction over the road running from Chiloquin to Beatty via Sprague River in the same manner that you now have jurisdiction over the road from Klamath Agency to Chiloquin.

If the present reservation road plans are continued for an indefinite period, the federal treasury is going to provide a substantial sum of money for the benefit of the reservation road system, most of which, in my humble opinion, will be wasted on boon-doggling projects. It would appear to be in the public interest for the congress to make a cash grant for the maintenance of the Sprague River road, said grant to be spent by you gentlemen, and made upon the condition that the road is to be incorporated into the state secondary highway system. I feel certain that if such a deal could be made that the Klamath County Court would do everything in its power to see to it that the status of the minor roads on the reservation will not be permitted to stand as an obstacle to the liquidation of the reservation.

We would appreciate it if you gentlemen would give this matter your prompt attention so that I will be able to convey a concrete proposition to the senate committee on Public Lands when I return to Washington the first of the year.

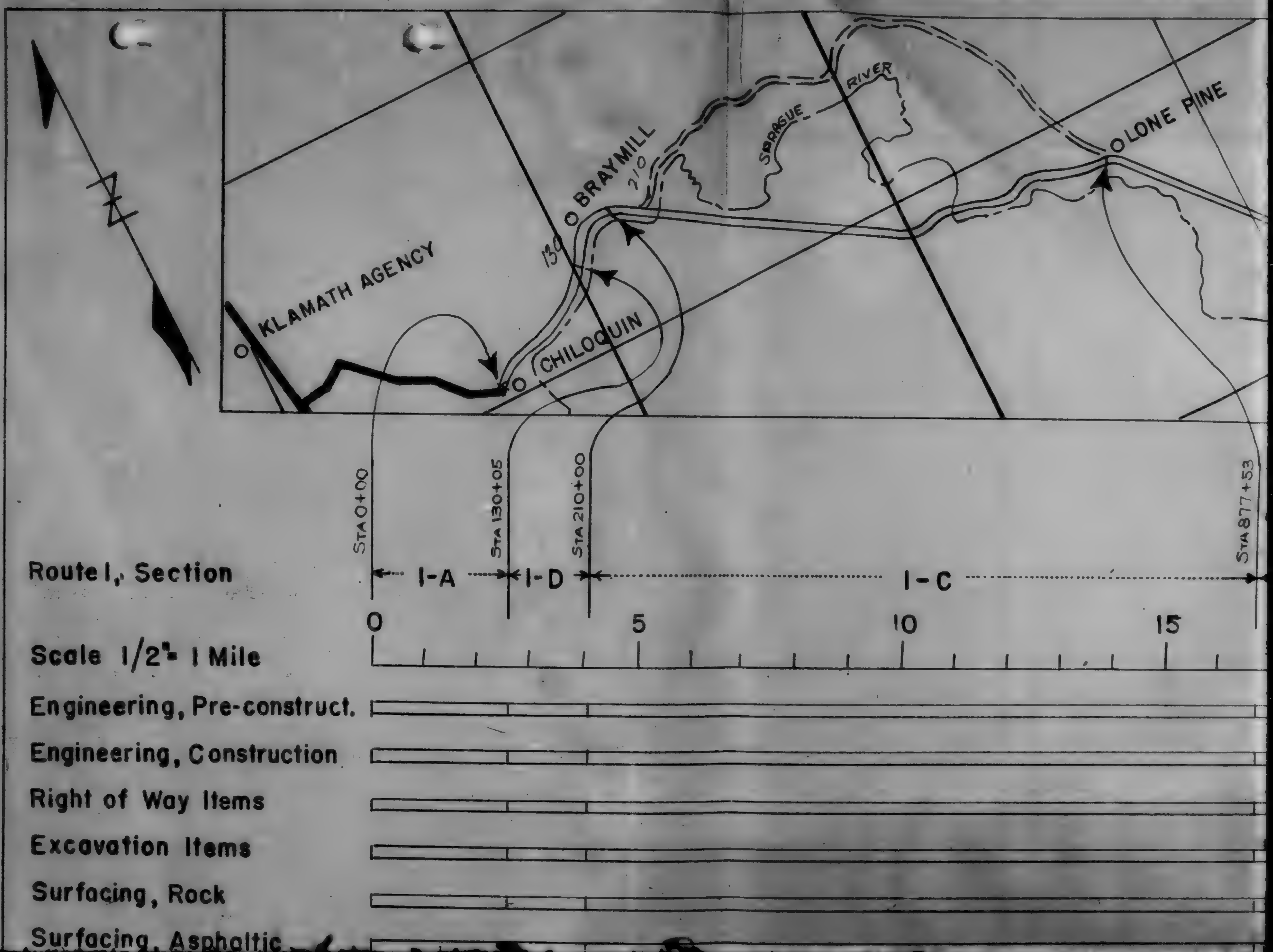
Yours very truly,

Forrest E. Cooper

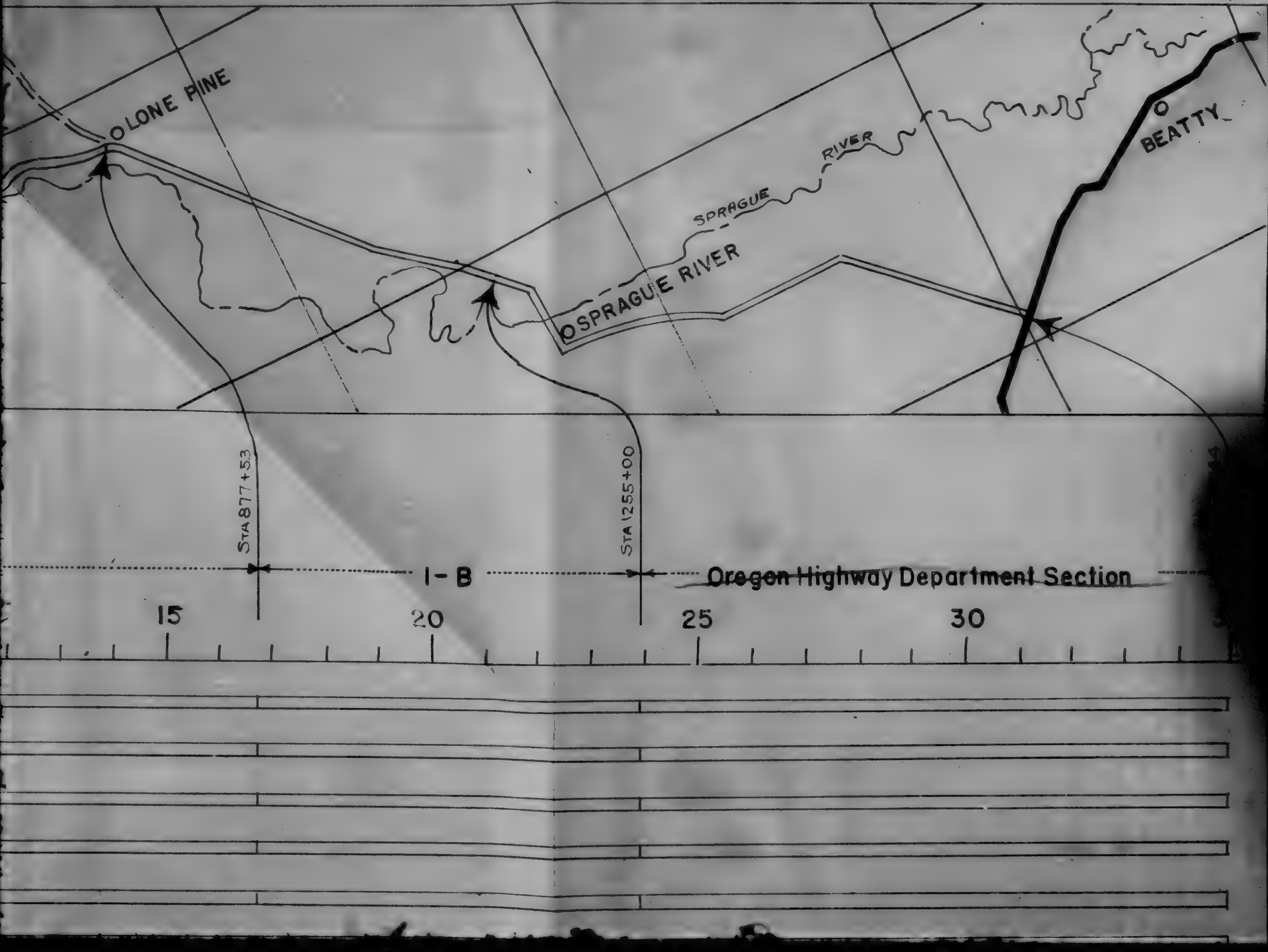
FEC:imw

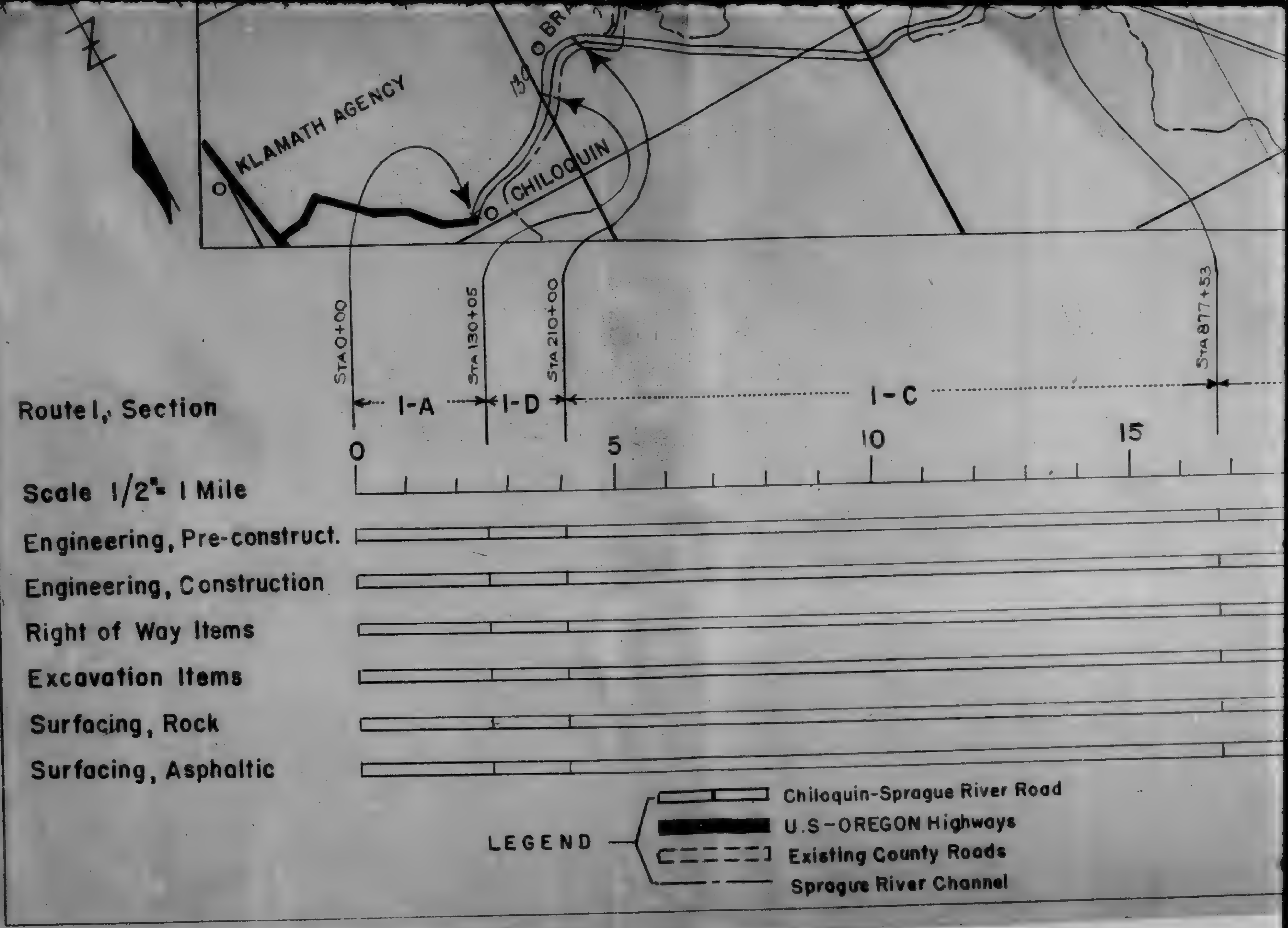
c.c. to Klamath County Court
Honorable Arthur V. Watkins
Honorable Guy Cordon

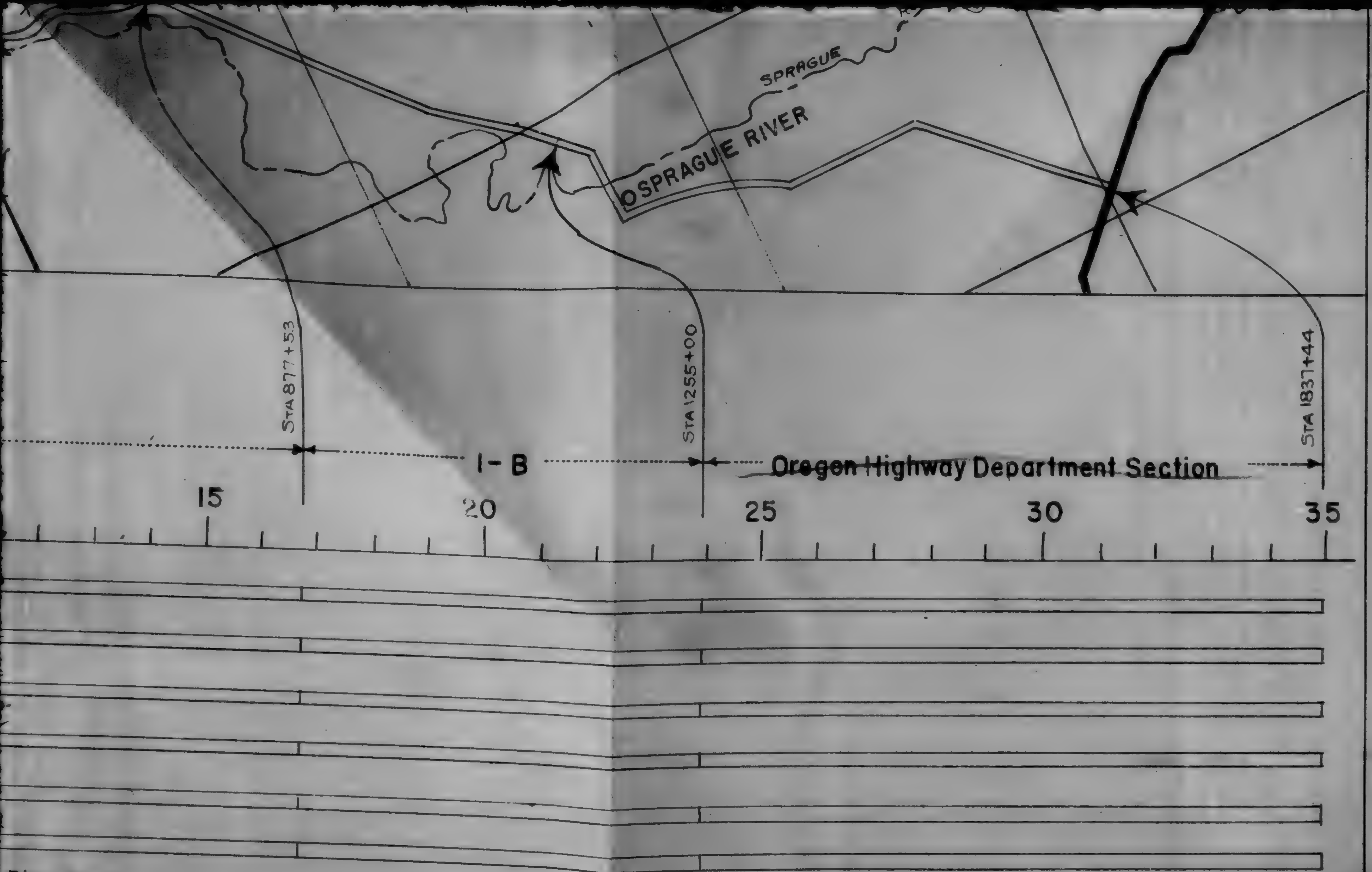
RECEIVED
NOV 6 1947
OREGON
STATE HIGHWAY COMMISSION



N
KLAMATH AGENCY
CHILOQUIN
BRAYMILL
130
210
SPRAGUE RIVER
LONE PINE
STA 0+00
STA 130+05
STA 210+00
STA 877+53
Route 1, Section
1-A
1-D
1-C
0
5
10
15
Scale 1/2" = 1 Mile
Engineering, Pre-construct.
Engineering, Construction
Right of Way Items
Excavation Items
Surfacing, Rock
Surfacing, Asphaltic


LONE PINE
SPRAGUE RIVER
SPRAGUE RIVER
BEATTY
STA 877+53
STA 1255+00
1-B
Oregon Highway Department Section
15
20
25
30


N
KLAMATH AGENCY
CHILOQUIN
130
BR
STA 0+00
STA 130+05
STA 210+00
STA 877+53
Route 1, Section
1-A
1-D
1-C
0
5
10
15
Scale 1/2" = 1 Mile
Engineering, Pre-construct.
Engineering, Construction
Right of Way Items
Excavation Items
Surfacing, Rock
Surfacing, Asphaltic
LEGEND
Chiloquin-Sprague River Road
U.S-OREGON Highways
Existing County Roads
Sprague River Channel
Drawn N.B.C


SPRAGUE
SPRAGUE RIVER
STA 877+53
STA 1255+00
STA 1837+44
1-B
Oregon Highway Department Section
15
20
25
30
35

River Road
hways
roads
annel

DATE OF REPORT

INDIAN SERVICE-ROADS DIVISION
KLAMATH RESERVATION
CHILOQUIN-SPRAGUE RIVER ROAD
CONSTRUCTION PROGRESS CHART

SKETCH MAP

SPRAGUE RIVER HIGHWAY

LOCATED LINE FROM CHILOQUIN TO KLAMATH FALLS JUNCTION

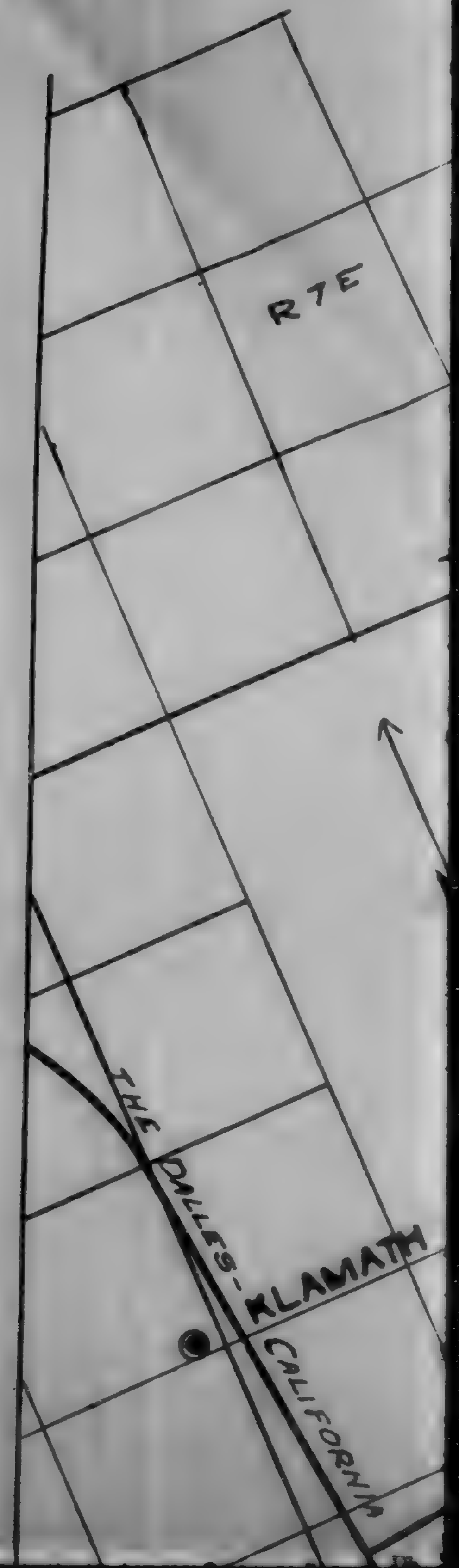
KLAMATH COUNTY

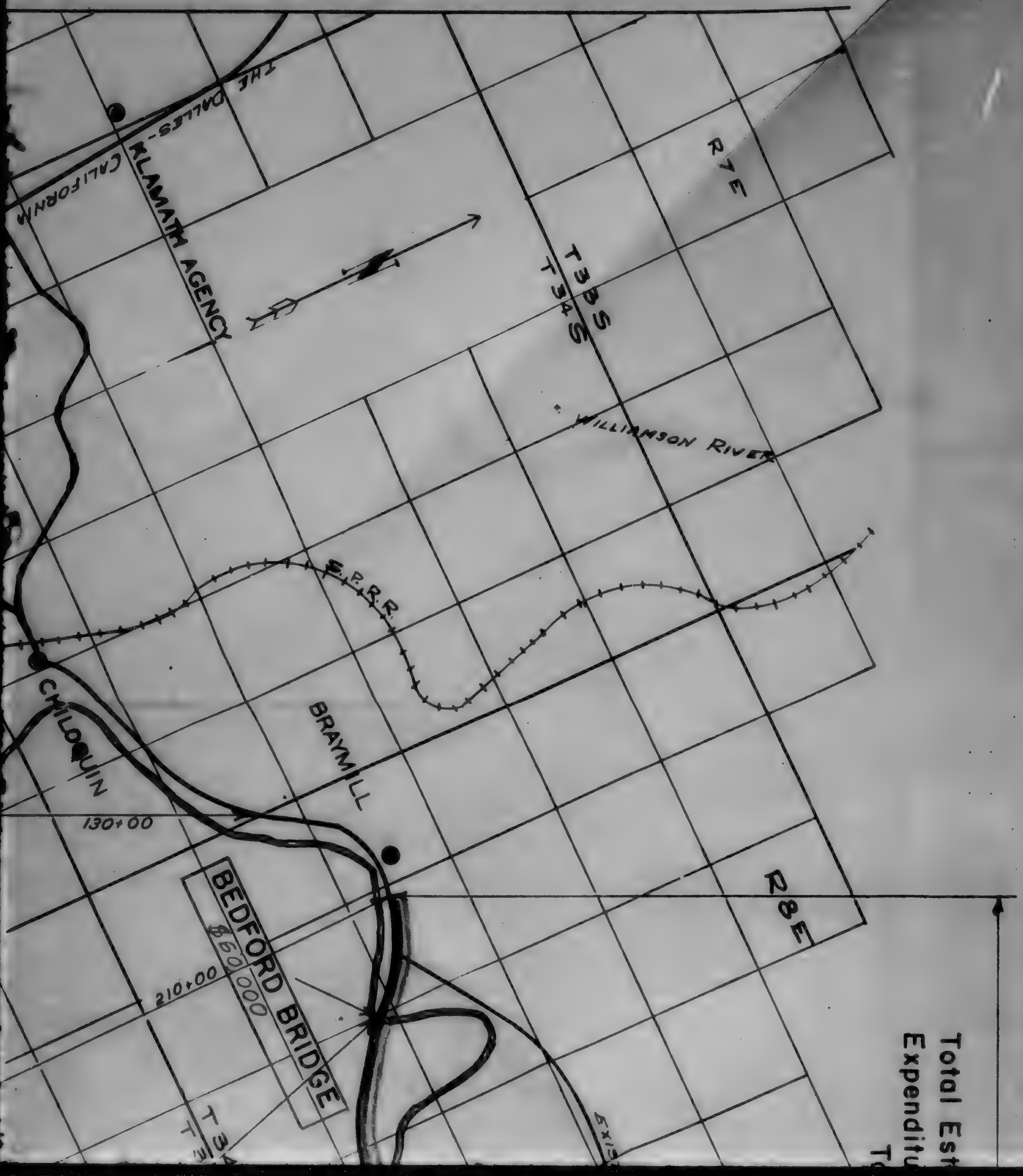
SCALE 1 IN. = 1 MILE FEB 1942.

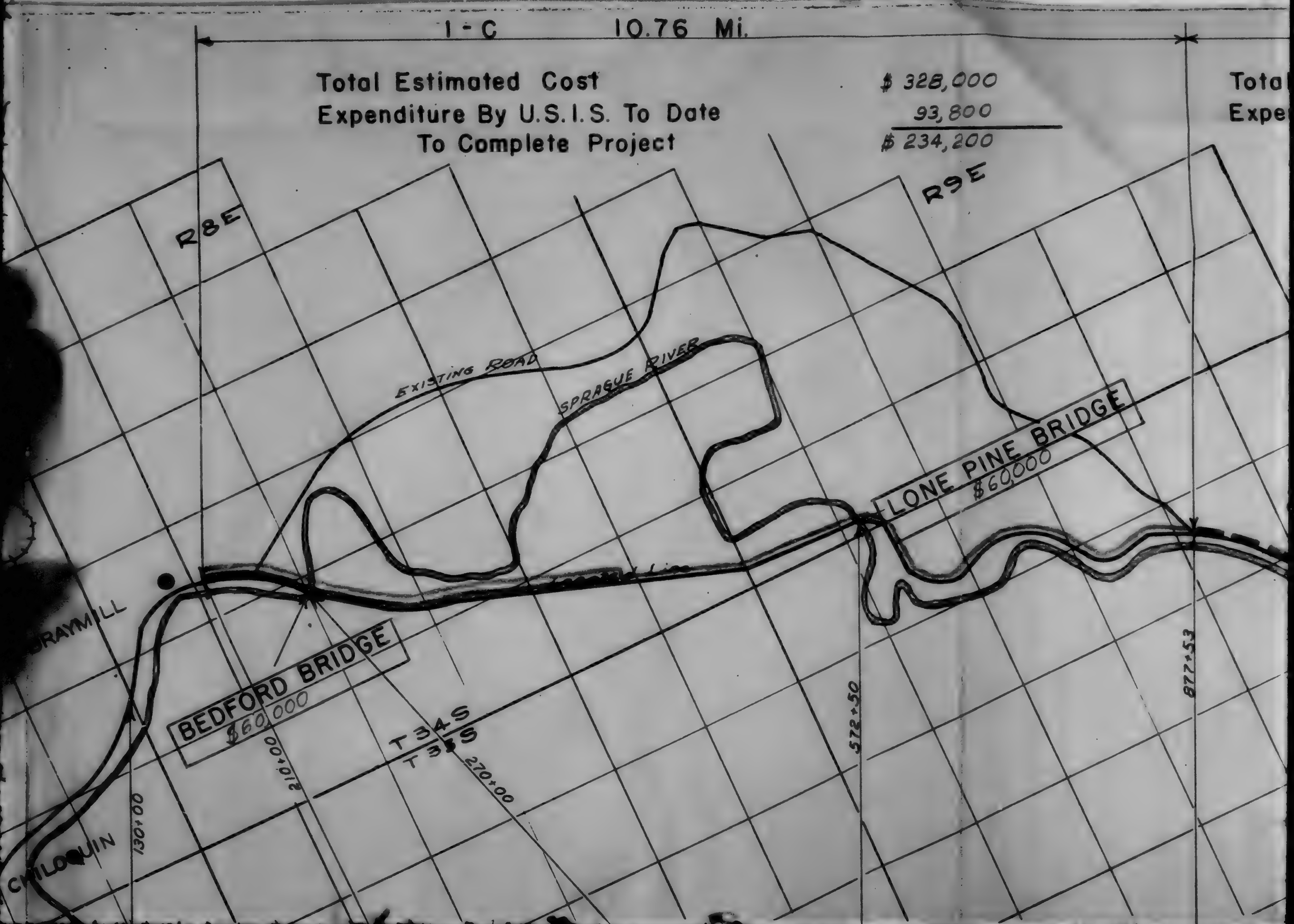
SUMMARY

Total Distance 30.67 Mi.

Total Grading	$365,885
" Surfacing	326,500
" Oiling	208,615
" (3) Bridges	180,000
TOTAL	$1,081,000

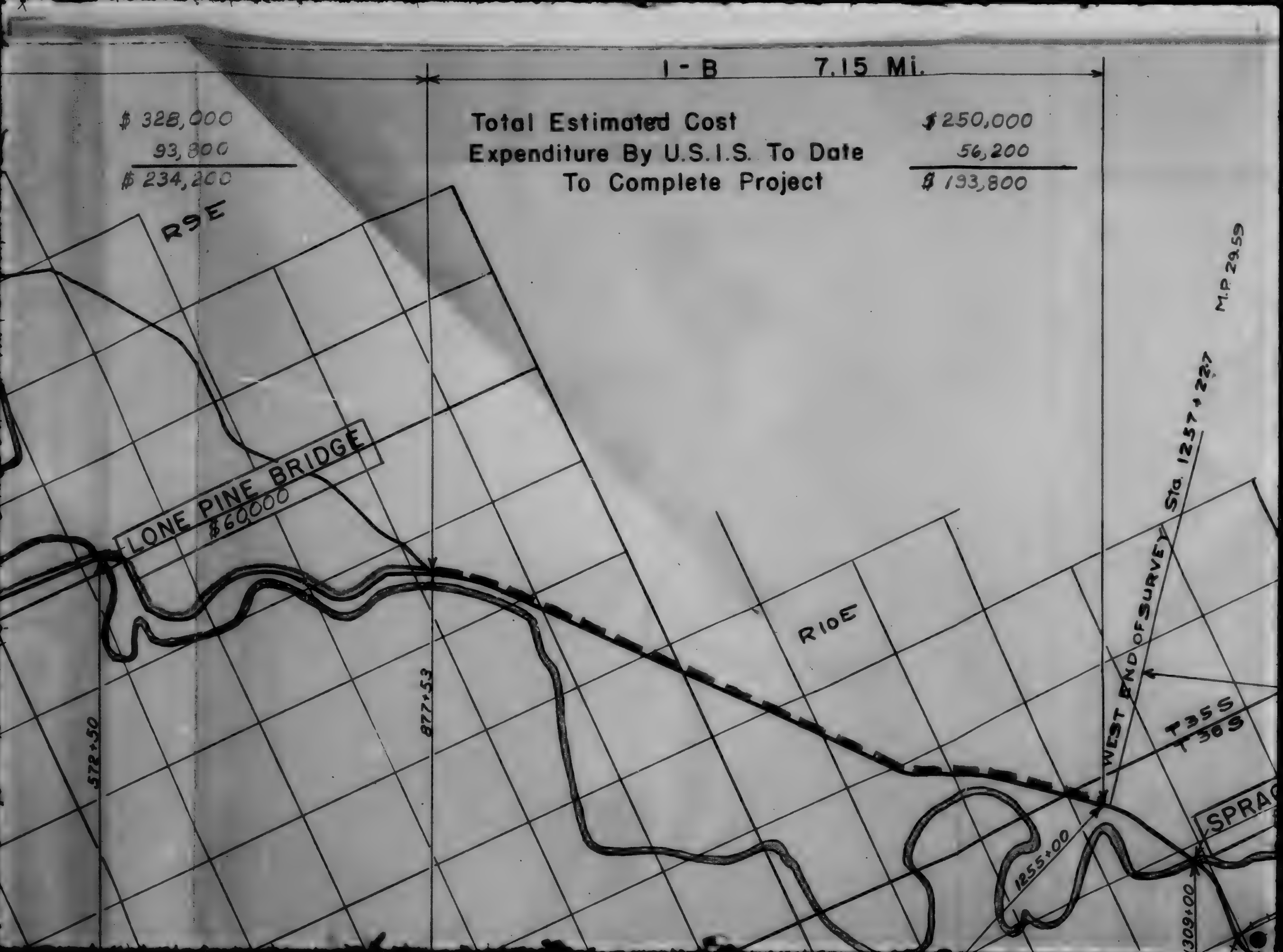

R 7 E
THE DALLES-CALIFORNIA
KLAMATH


THE DALLES-CALIFORNIA
KLAMATH AGENCY
N
R7E
T33S
T34S
WILLIAMSON RIVER
S.P.R.R.
CHILOQUIN
BRAYMILL
130+00
210+00
BEDFORD BRIDGE
$60,000
R8E
T3
T3
EXIS
Total Est
Expenditu
To



1-C
10.76 Mi.
R8E
R9E
EXISTING ROAD
SPRAGUE RIVER
LONE PINE BRIDGE
$60,000
BEDFORD BRIDGE
$60,000
RAYMILL
CHILOQUIN
130+00
210+00
270+00
T 34 S
T 35 S
572+50
877+53
Total
Expe

Total Estimated Cost	$ 328,000
Expenditure By U.S.I.S. To Date	93,800
To Complete Project	$ 234,200

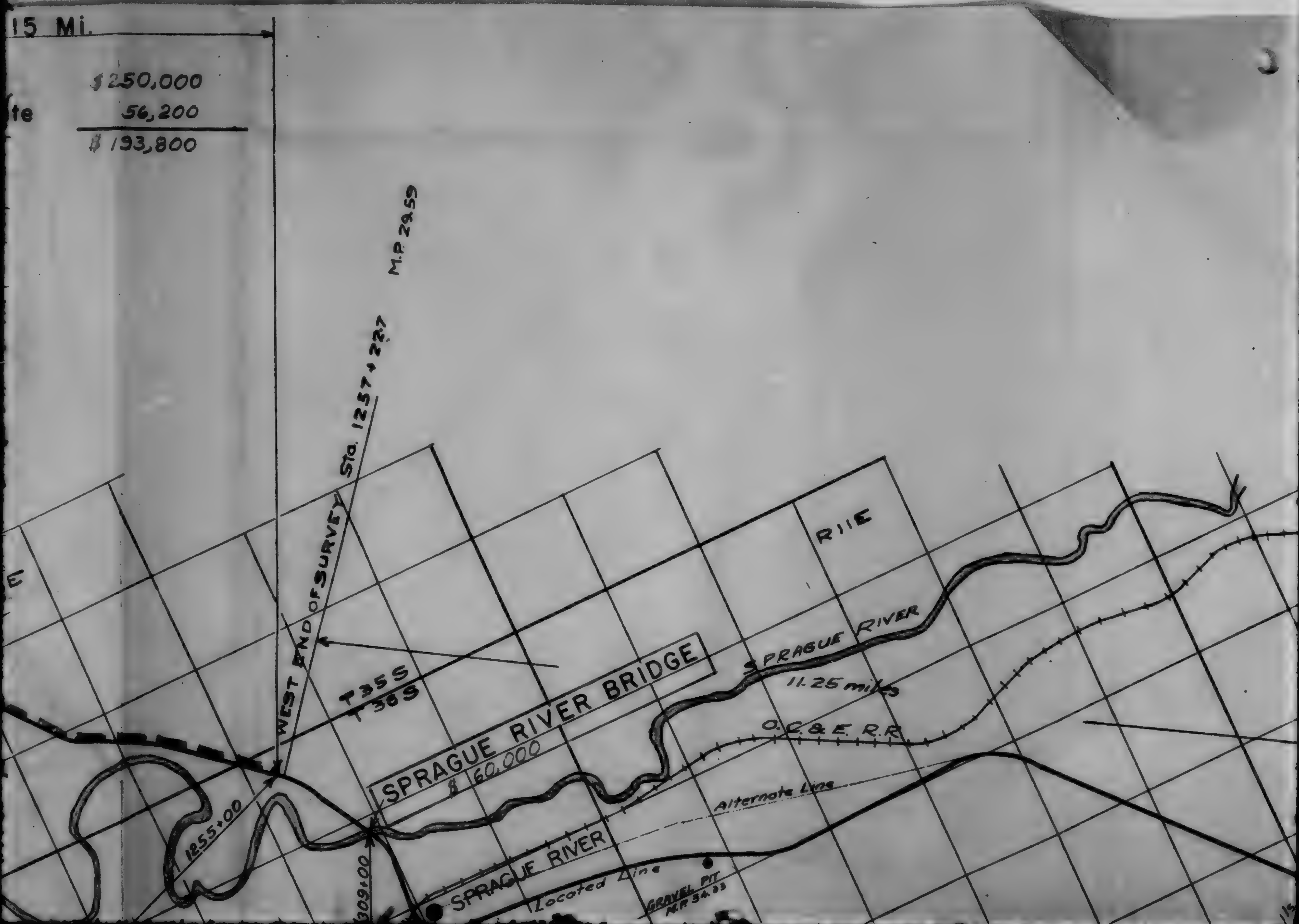


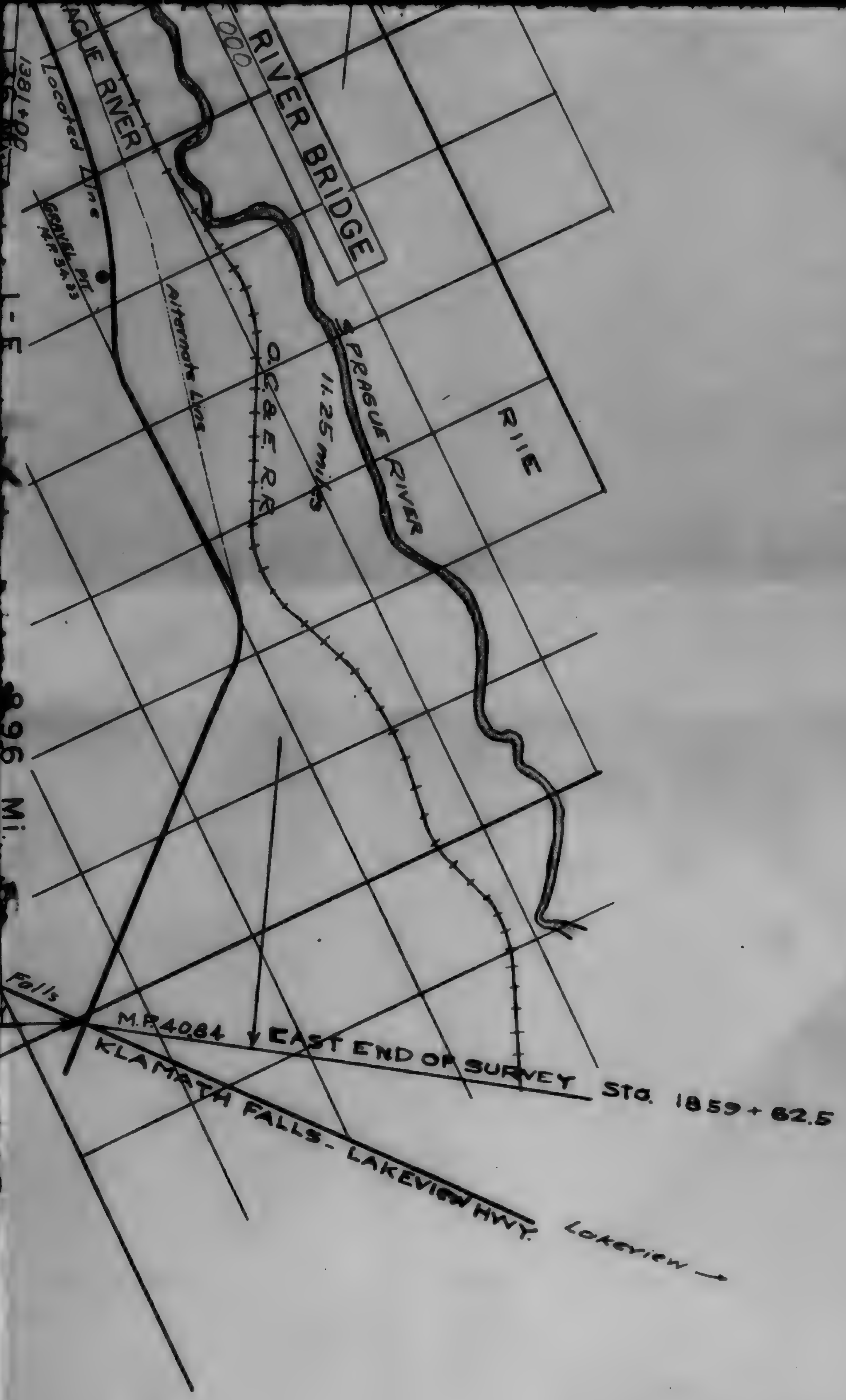
1 - B 7.15 Mi.

Total Estimated Cost	$250,000
Expenditure By U.S.I.S. To Date	56,200
To Complete Project	$193,800

$ 328,000
93,800
$ 234,200

R9E
LONE PINE BRIDGE
$60000
572+50
877+53
R10E
WEST END OF SURVEY Sta. 1257+22.7
M.P. 29.59
T35S
T36S
1255+00
1309+00
SPRAG


15 Mi.
te
$250,000
56,200
$193,800
M.P. 29.59
Sta. 1257+22.7
WEST END OF SURVEY
E
R11E
T35S
T36S
SPRAGUE RIVER BRIDGE
$160,000
SPRAGUE RIVER
11.25 miles
O.C.&E. R.R.
Alternate Line
1255+00
1309+00
SPRAGUE RIVER
SPRAGUE RIVER
Located Line
GRAVEL PIT
M.P. 34.33


RIVER BRIDGE
000
AGUE RIVER
1381+00
Located Line
GRAVEL PIT M.P. 34.33
1-E
896 Mi.
Alternate Line
O.C.&E. R.R.
11.25 miles
SPRAGUE RIVER
R11E
Falls
M.P. 408.4
EAST END OF SURVEY
Sta. 1859+62.5
KLAMATH FALLS - LAKEVIEW HWY.
Lakeview →

SKETCH MAP

SPRAGUE RIVER HIGHWAY

LOCATED LINE FROM CHILOQUIN TO KLAMATH FALLS JUNCTION

KLAMATH COUNTY

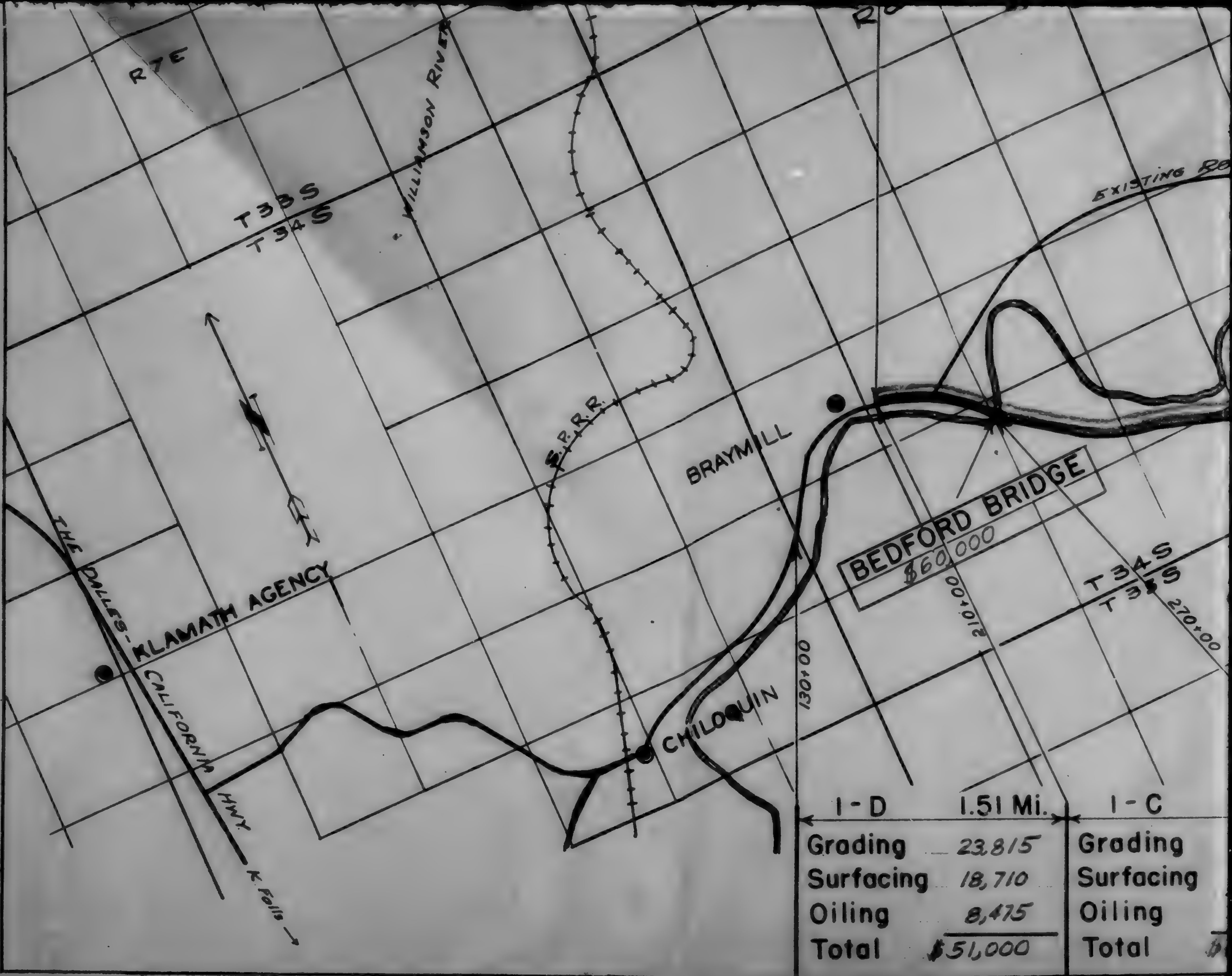
SCALE 1 IN. = 1 MILE FEB. 1942.

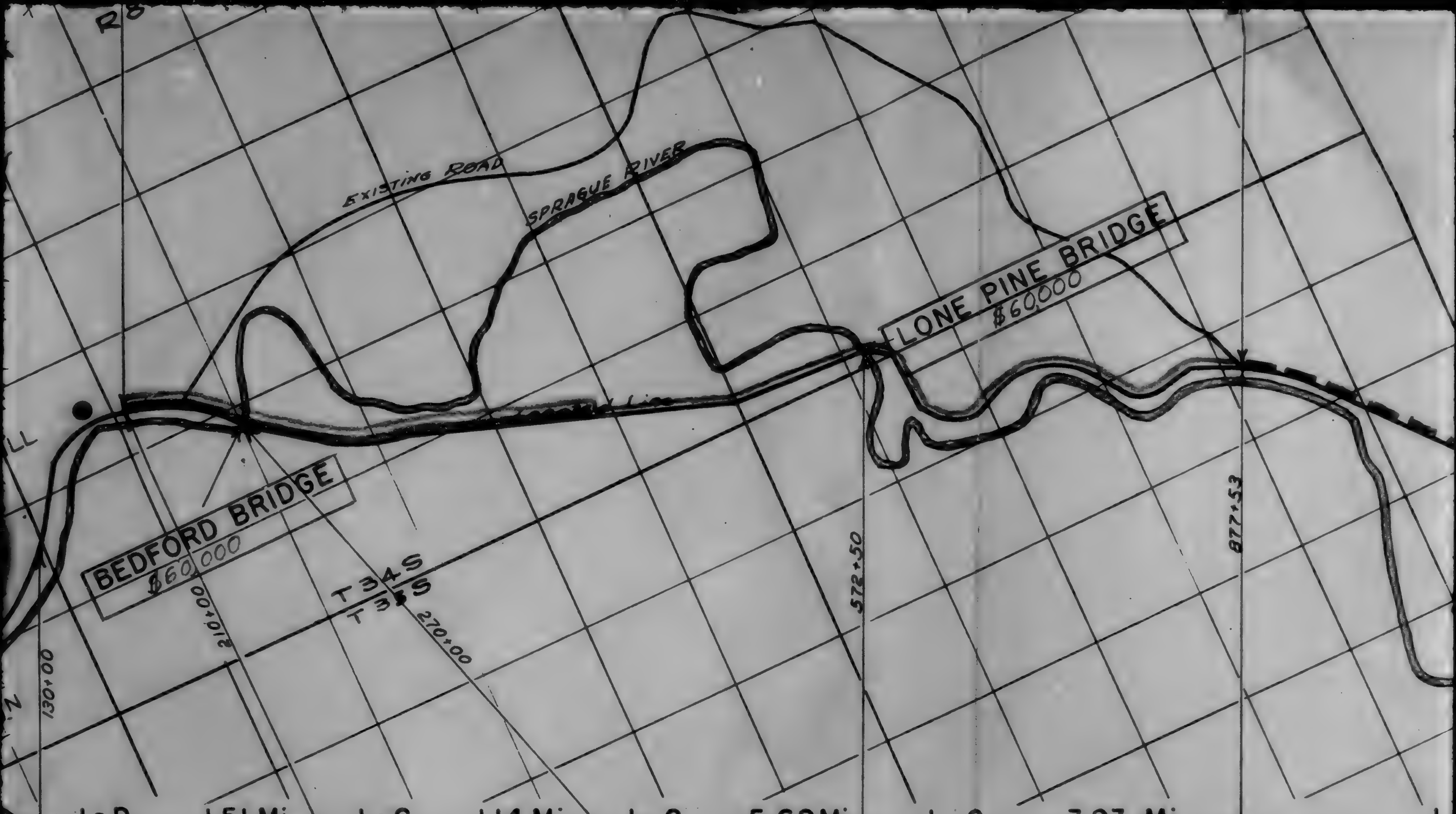
SUMMARY

Total Distance 30.67 Mi.

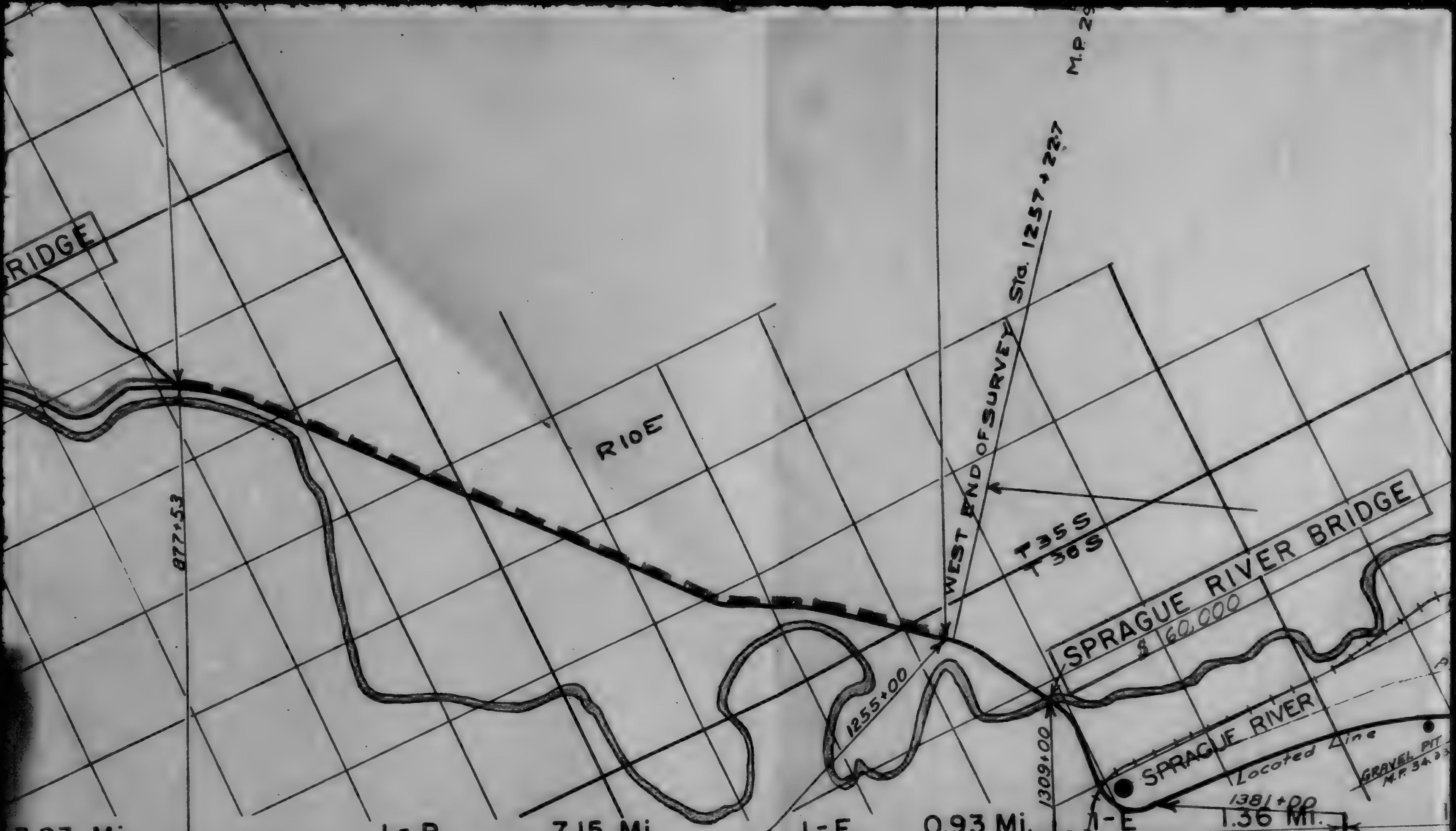
Total Grading	$365,885
" Surfacing	326,500
" Oiling	208,615
" (3) Bridges	180,000
TOTAL	$1,081,000

R7E
THE DALLES-CALIFORNIA
KLAMAT

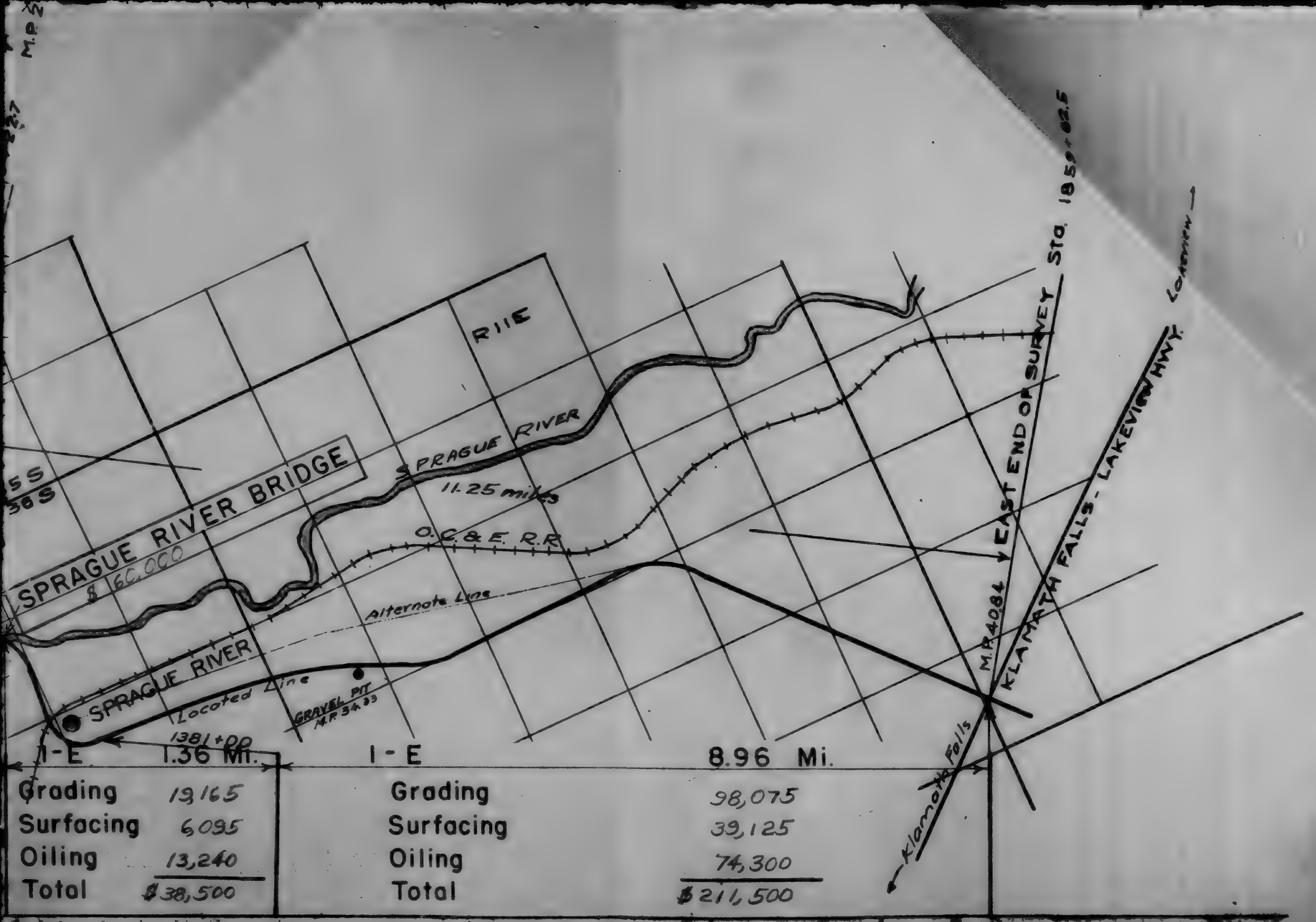

R7E
R8
WILLIAMSON RIVER
T33S
T34S
S.P.R.R.
BRAYMILL
BEDFORD BRIDGE
$60,000
EXISTING RO
THE DALLES-CALIFORNIA HWY.
KLAMATH AGENCY
K. Falls
CHILOQUIN
130+00
210+00
270+00
T34S
T35S
1-D 1.51 Mi.
Grading 23,815
Surfacing 18,710
Oiling 8,475
Total $51,000
1-C
Grading
Surfacing
Oiling
Total


R8
EXISTING ROAD
SPRAGUE RIVER
LONE PINE BRIDGE
$60,000
BEDFORD BRIDGE
$60,000
T 34 S
T 35 S
130+00
210+00
270+00
572+50
877+53
LL
N

	1-D 1.51 Mi.	1-C 1.14 Mi.	1-C 5.69 Mi.	1-C 3.93 Mi.	1
Grading	23,815	8,530	72,790	45,030	
Surfacing	18,710	15,000	72,800	50,600	
Oiling	8,475	6,770	33,410	23,070	
Total	$51,000	$30,300	$179,000	$118,700	


RIDGE
877+53
R10E
WEST END OF SURVEY Sta. 1257+22.7
M.P. 29
T35S
T36S
SPRAGUE RIVER BRIDGE
$ 60,000
1255+00
1309+00
SPRAGUE RIVER
SPRAGUE RIVER
Located Line
GRAVEL PIT M.P. 34.33
1381+00

	3.93 Mi.	1-B 7.15 Mi.	1-E 0.93 Mi.	1-E 1.36 Mi.
Grading	45,030	88,210	10,270	19,165
Surfacing	50,600	119,840	4,330	6,095
Oiling	23,070	41,950	7,400	13,240
Total	$ 118,700	$ 250,000	$22,000	$38,500


M.P.
22.7
5S
36S
SPRAGUE RIVER BRIDGE
$ 60,000
R11E
SPRAGUE RIVER
11.25 miles
O.C.&E. R.R.
Alternate Line
SPRAGUE RIVER
Located Line
GRAVEL PIT M.P. 54.33
1381+00
M.P. 40.84
EAST END OF SURVEY
STA. 1859+62.5
KLAMATH FALLS - LAKEVIEW HWY.
Klamath Falls
Lakeview

	1-E 1.36 Mi.		1-E 8.96 Mi.
Grading	19,165	Grading	98,075
Surfacing	6,095	Surfacing	39,125
Oiling	13,240	Oiling	74,300
Total	$38,500	Total	$211,500

SKETCH MAP

SPRAGUE RIVER HIGHWAY

LOCATED LINE FROM CHILOQUIN TO KLAMATH FALLS JUNCTION

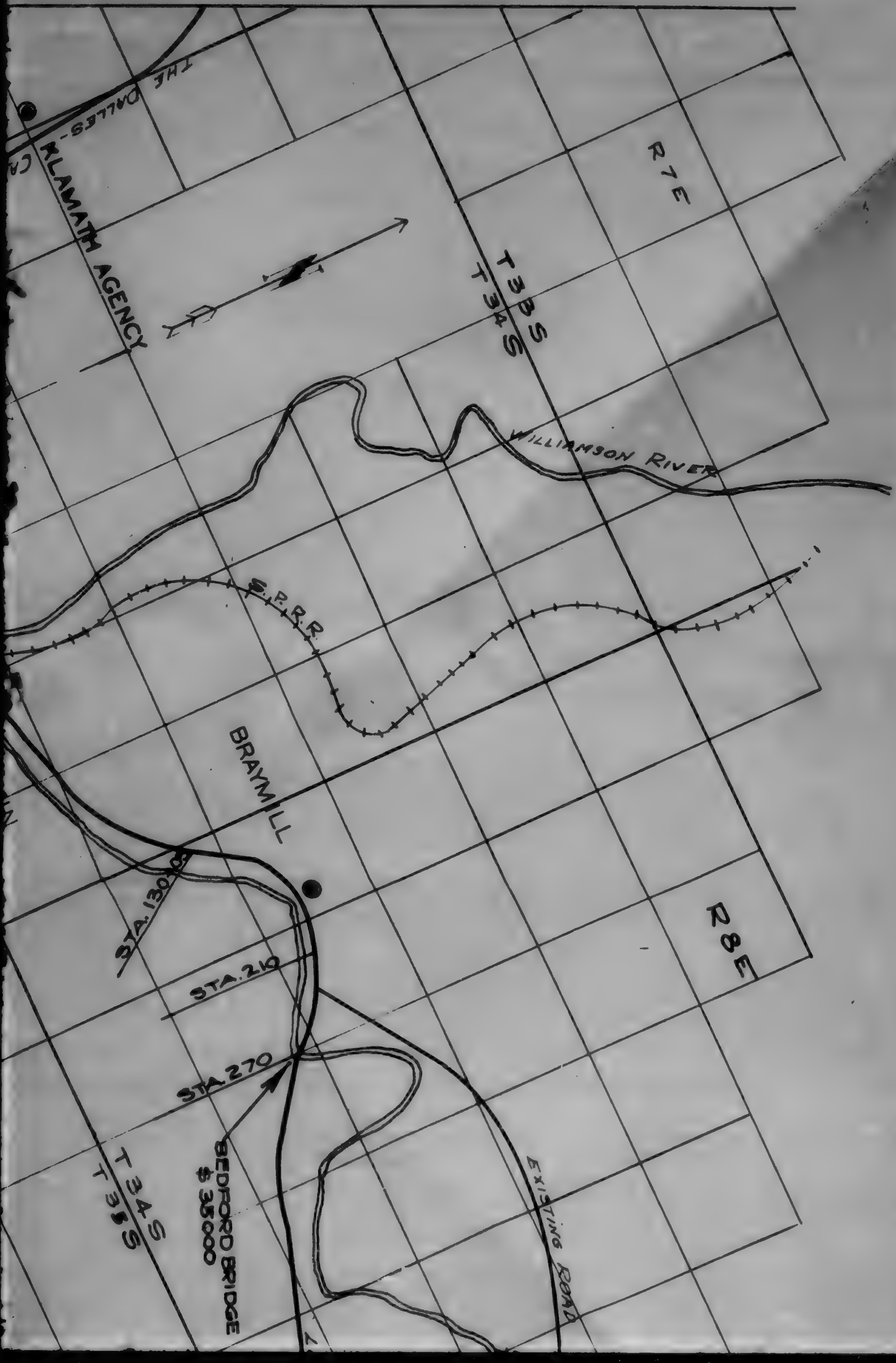
KLAMATH COUNTY

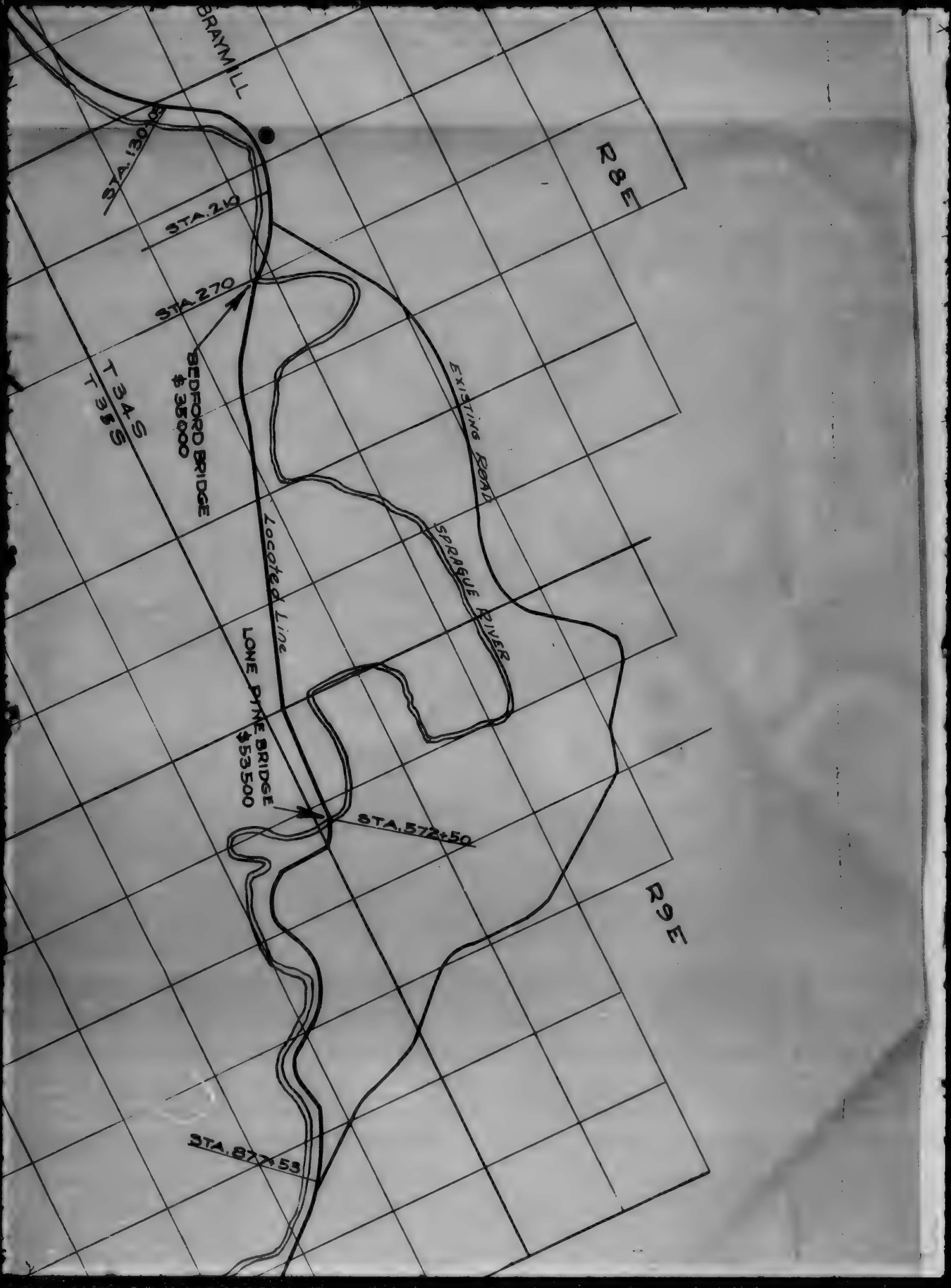
SCALE 1 IN. = 1 MILE

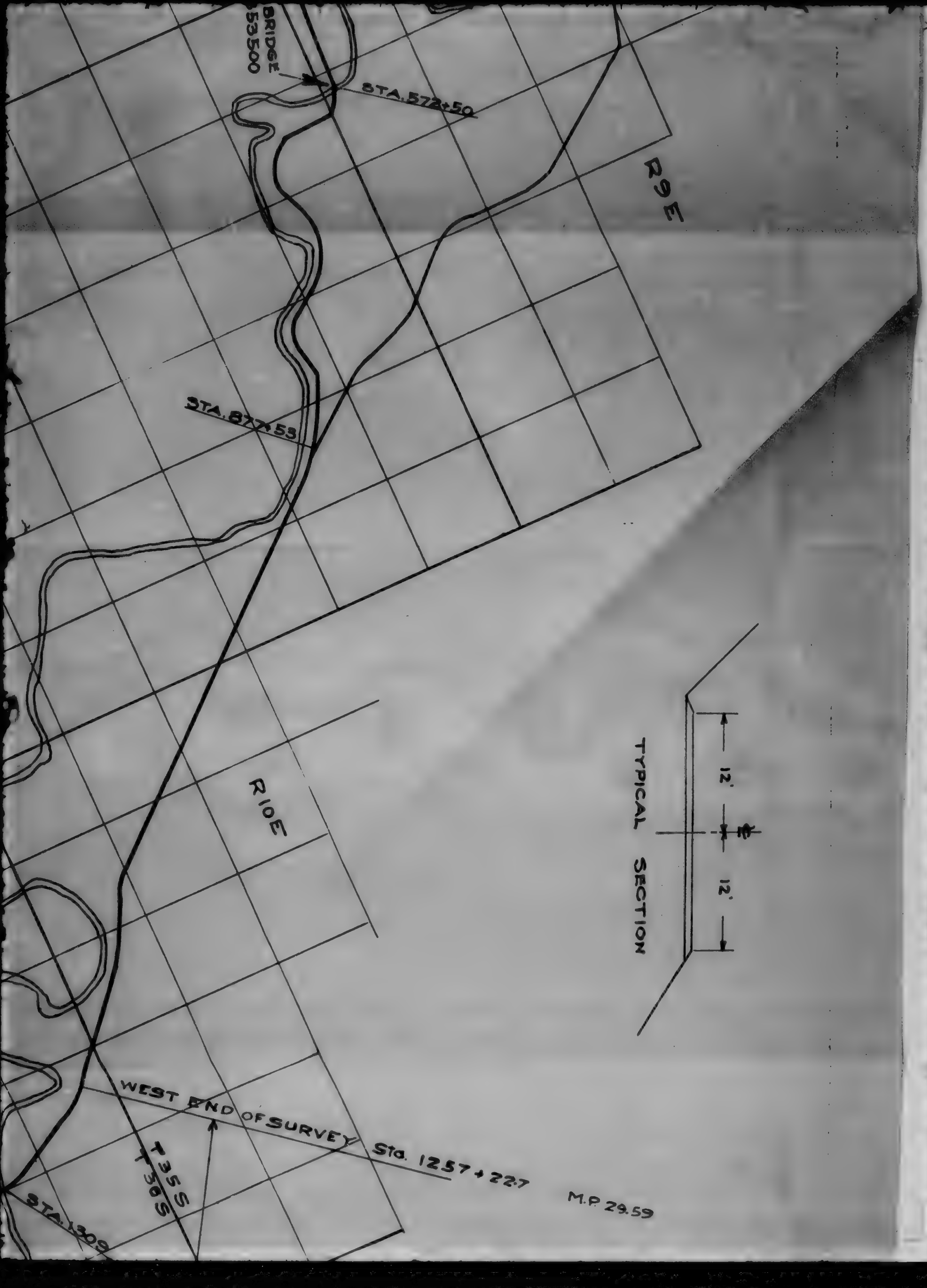
~~FEB. 1942~~
NOV. 1947

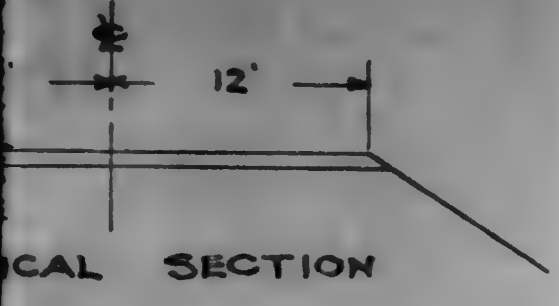
Sketch Map
Sprague River Highway
Chiloquin to Klamath Falls Junction

R7E
T33S
T34S
THE DALLES-
KLAMATH AGENCY
CA

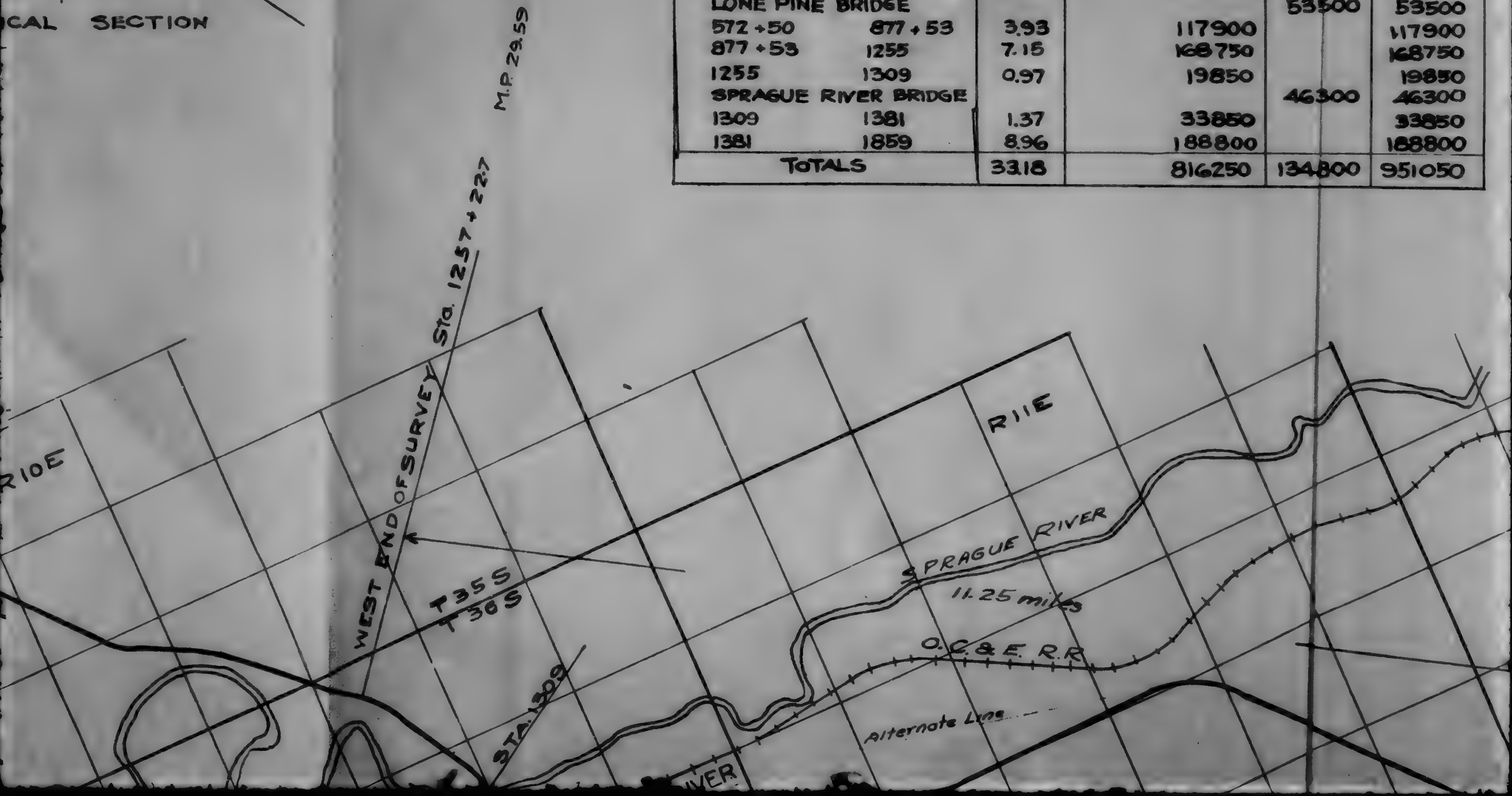

THE DALLES-
KLAMATH AGENCY
R7E
T33S
T34S
WILLIAMSON RIVER
S.P.R.R.
BRAYMILL
STA.130+05
STA.210
STA.270
BEDFORD BRIDGE
$35000
R8E
T34S
T35S
EXISTING ROAD


BRAYMILL
STA.130+08
R8E
STA.210
STA.270
BEDFORD BRIDGE
$35000
T 34 S
T 35 S
Existing Road
Sprague River
Located Line
LONE PINE BRIDGE
$53500
STA.572+50
R9E
STA.877+53


BRIDGE
53500
STA. 572+50
R9E
STA. 877+53
R10E
12'
℄
12'
TYPICAL SECTION
WEST END OF SURVEY Sta. 1257+22.7
M.P. 29.59
T35S
T36S
STA. 1309

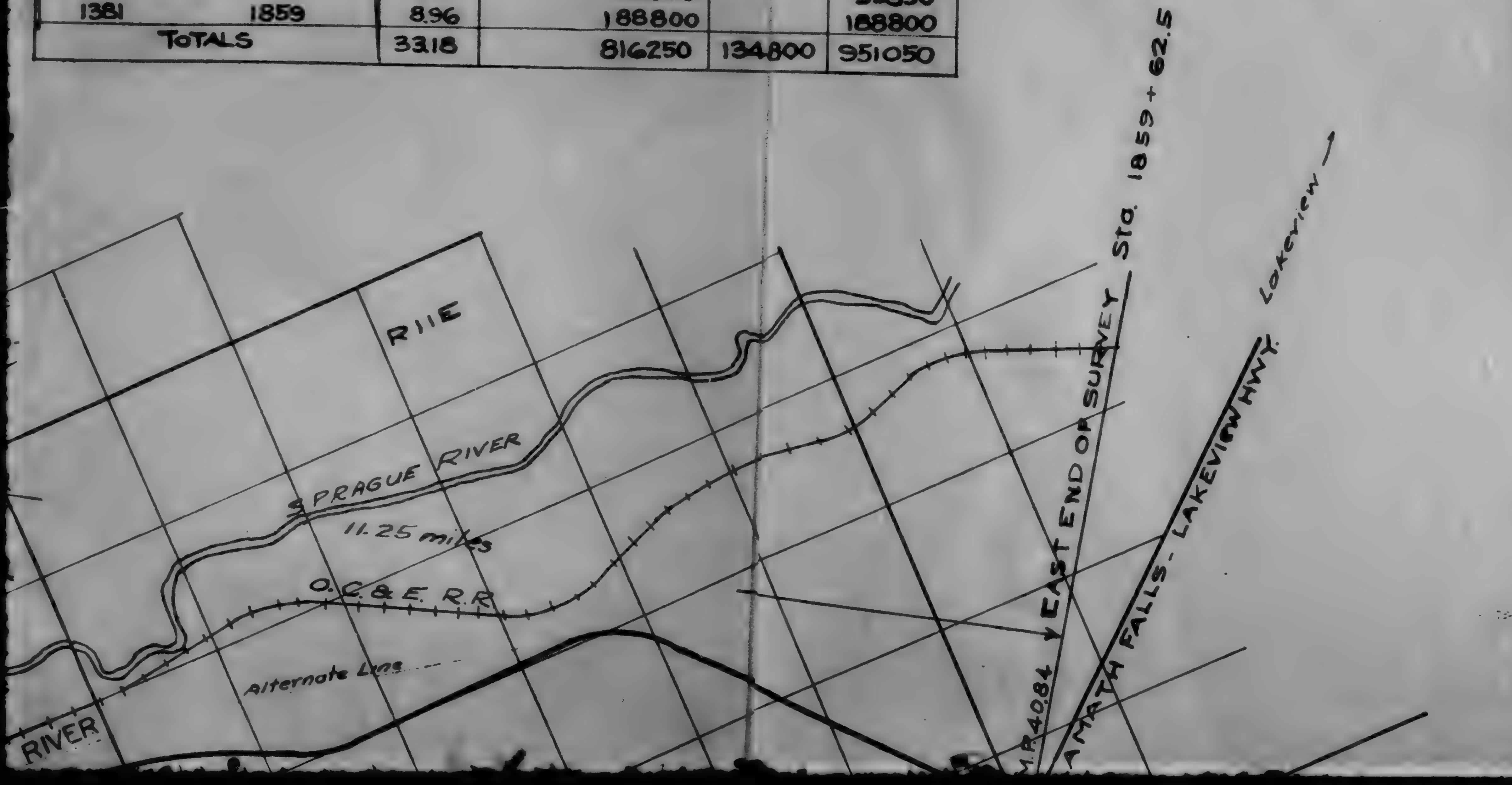

12'
CAL SECTION

ESTIMATED TOTAL COST TO COMPLETE					
STATION TO STATION		MILES	GRADING & SURF.	BRIDGES	TOTAL
0+00	130+05	2.46	36900		36900
130+05	210	1.51	45300		45300
210	270	1.14	34200		34200
BEDFORD BRIDGE				35000	35000
270	572+50	5.69	170700		170700
LONE PINE BRIDGE				53500	53500
572+50	877+53	3.93	117900		117900
877+53	1255	7.15	168750		168750
1255	1309	0.97	19850		19850
SPRAGUE RIVER BRIDGE				46300	46300
1309	1381	1.37	33850		33850
1381	1859	8.96	188800		188800
TOTALS		33.18	816250	134800	951050


M.P. 29.59
WEST END OF SURVEY Sta. 1257+22.7
R10E
R11E
T35S
T36S
STA. 1309
SPRAGUE RIVER
11.25 miles
O.C.&E. R.R.
Alternate Line
VER

ESTIMATED TOTAL COST TO COMPLETE

STATION TO STATION		MILES	GRADING & SURF.	BRIDGES	TOTAL
0+00	130+05	2.46	36900		36900
130+05	210	1.51	45300		45300
210	270	1.14	34200		34200
BEDFORD BRIDGE				35000	35000
270	572+50	5.69	170700		170700
LONE PINE BRIDGE				53500	53500
572+50	877+53	3.93	117900		117900
877+53	1255	7.15	168750		168750
1255	1309	0.97	19850		19850
SPRAGUE RIVER BRIDGE				46300	46300
1309	1381	1.37	33850		33850
1381	1859	8.96	188800		188800
TOTALS		33.18	816250	134800	951050


R11E
SPRAGUE RIVER
11.25 miles
O.C.&E. R.R.
Alternate Line
RIVER
M.P. 40.84
EAST END OF SURVEY Sta. 1859+62.5
AMATH FALLS - LAKEVIEW HWY.
Lakeview →

Sketch Map
Sprague River Highway
Chiloquin to Klamath Falls Junction

SKETCH MAP

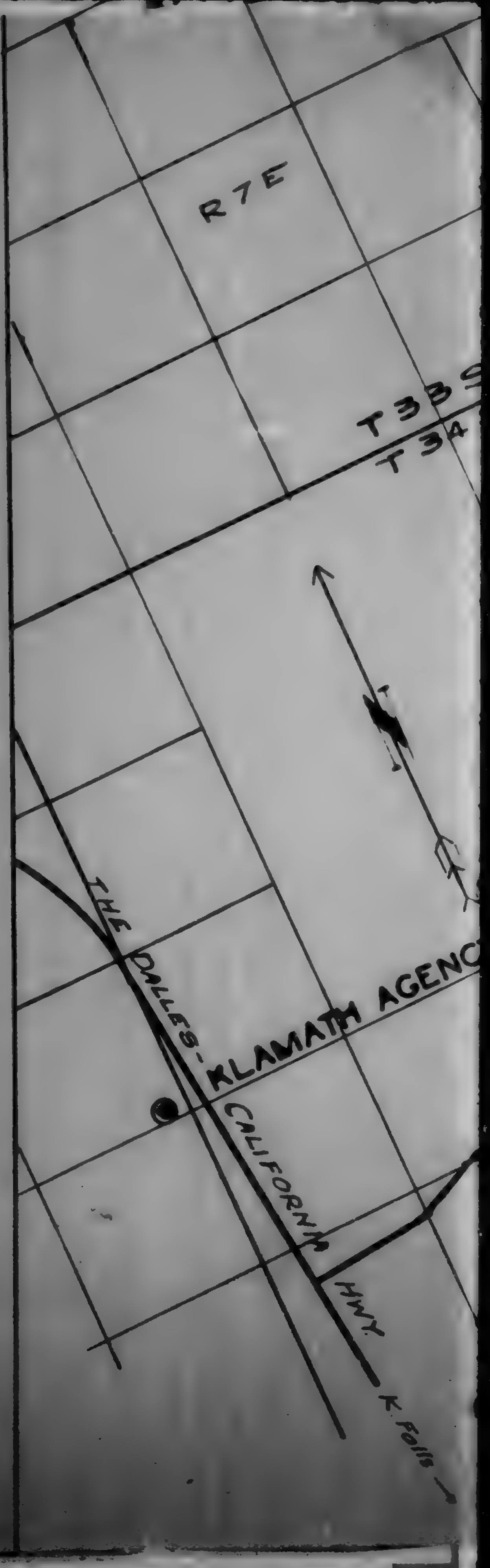
SPRAGUE RIVER HIGHWAY

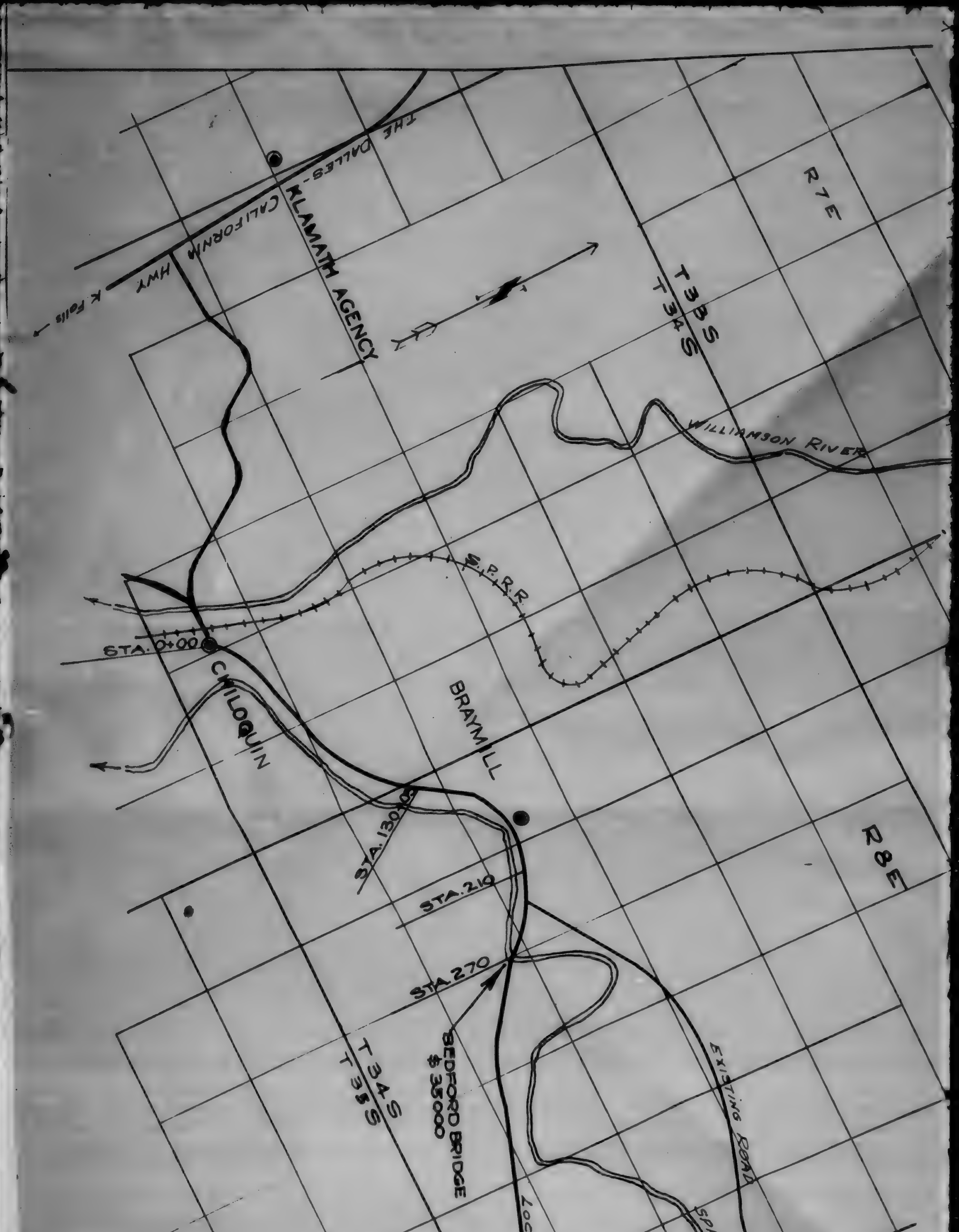
LOCATED LINE FROM CHILOQUIN TO KLAMATH FALLS JUNCTION

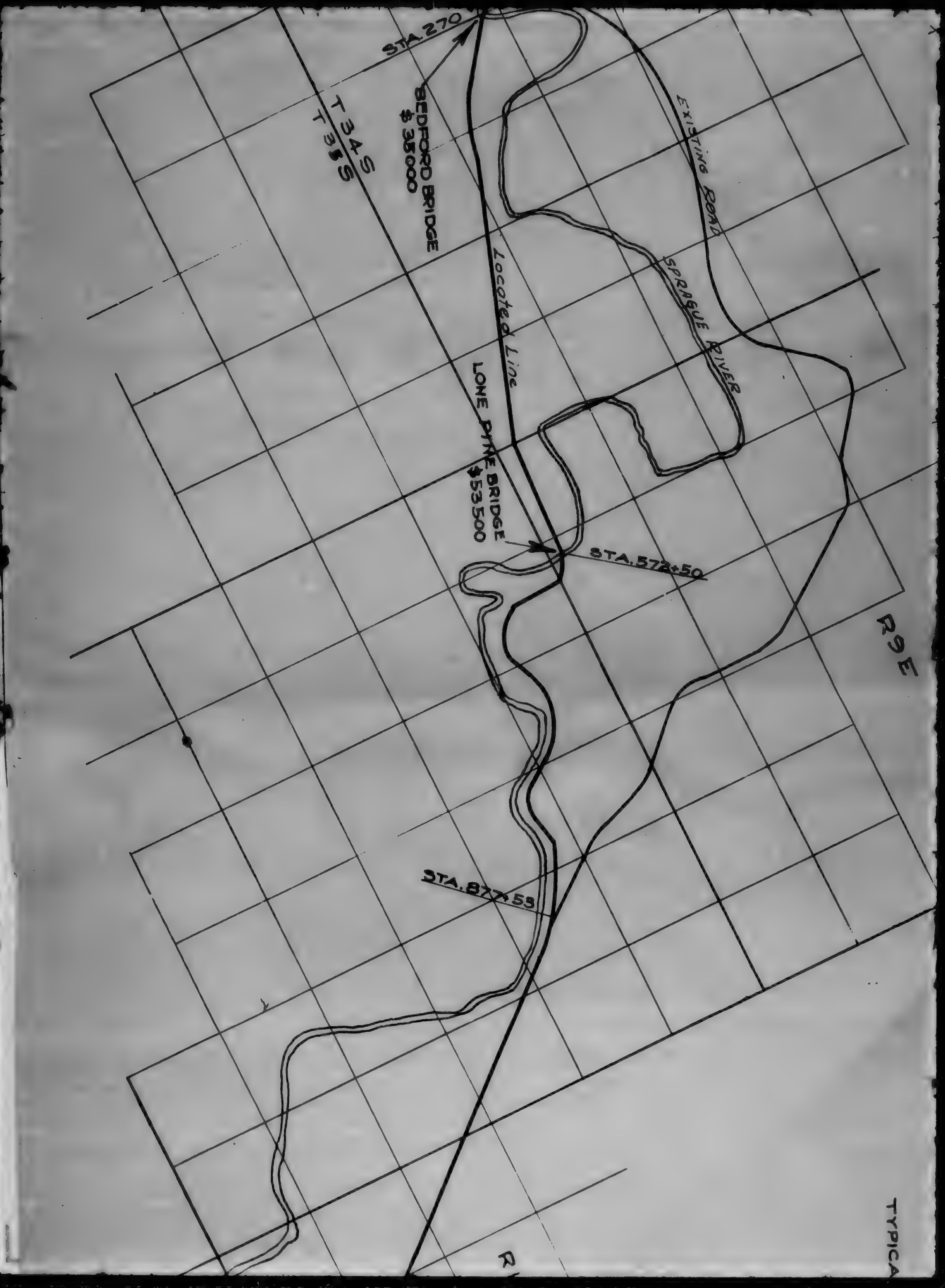
KLAMATH COUNTY

SCALE 1 IN. = 1 MILE

~~FEB. 1942.~~
NOV. 1947

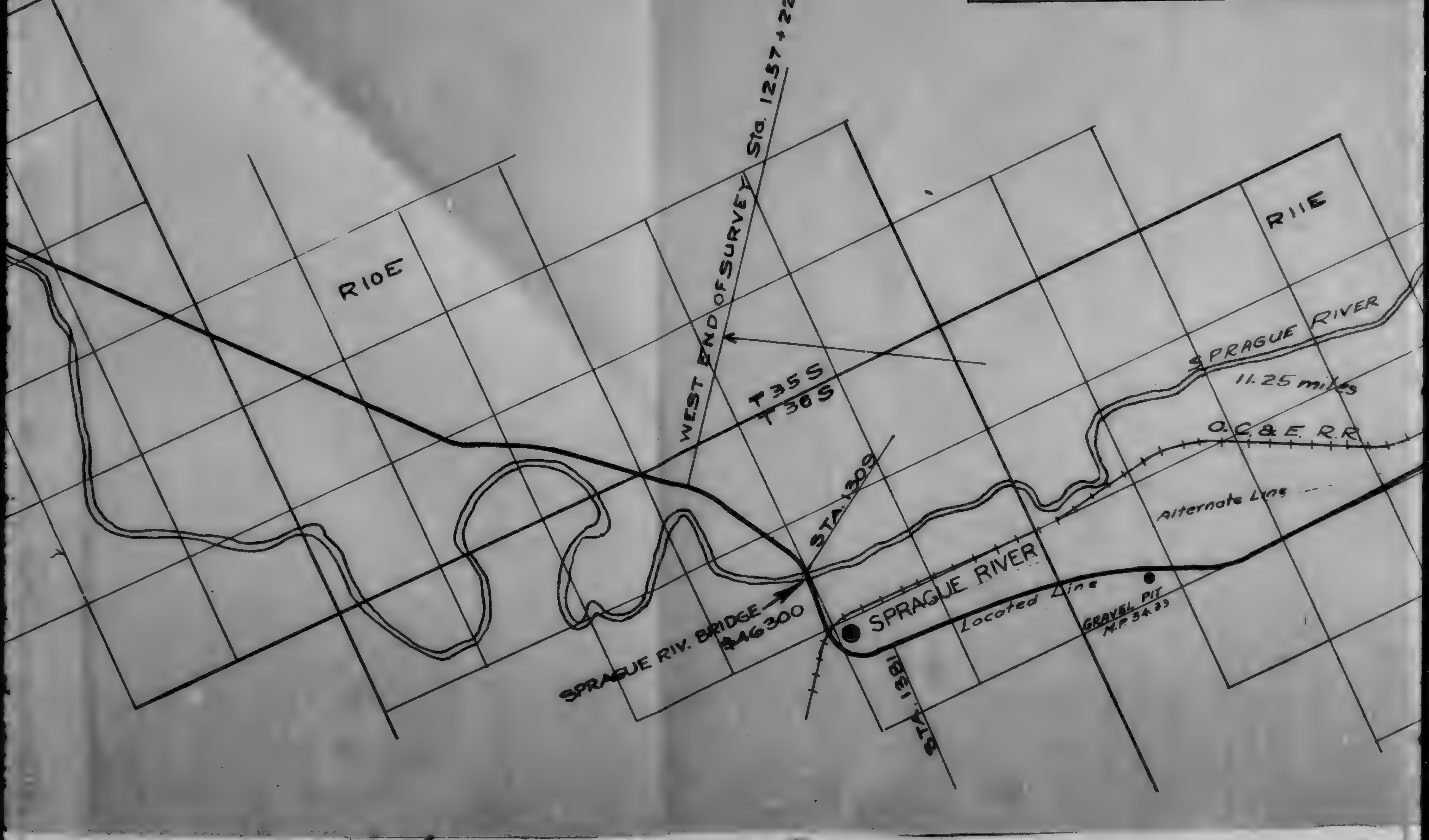

R7E
T33S
T34
KLAMATH AGENC
THE DALLES-CALIFORNIA HWY.
K. Falls


THE DALLES-CALIFORNIA HWY
K. Falls
KLAMATH AGENCY
R7E
T33S
T34S
WILLIAMSON RIVER
S.P.R.R.
STA. 0+00
CHILOQUIN
BRAYMILL
STA. 130+00
R8E
STA. 210
STA. 270
BEDFORD BRIDGE
$35000
T34S
T35S
EXISTING ROAD
SPRAGUE
Located

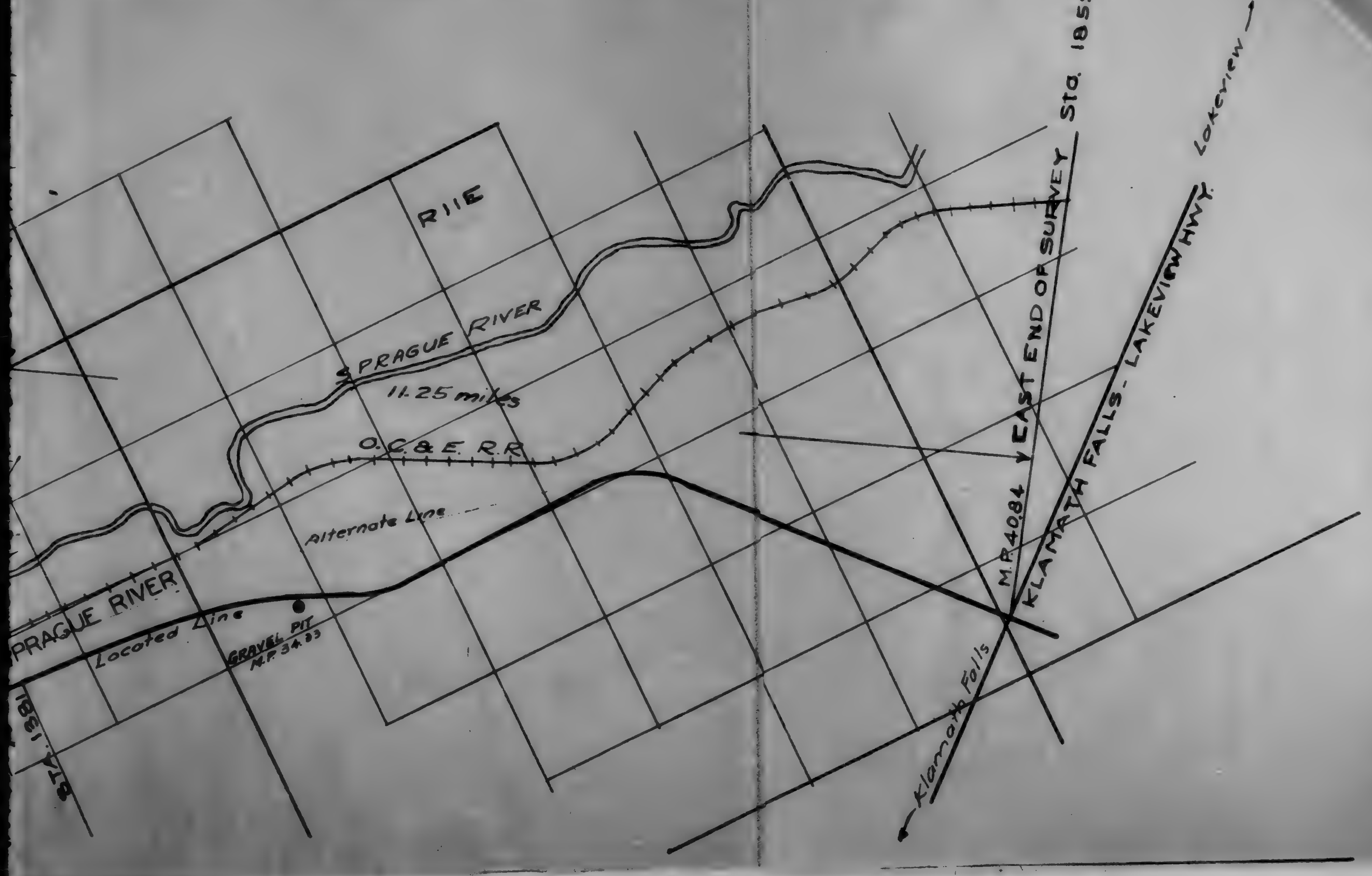

STA. 270
BEDFORD BRIDGE
$35000
T 34 S
T 35 S
EXISTING ROAD
Located Line
SPRAGUE RIVER
LONE PINE BRIDGE
$53500
STA. 572+50
R9E
STA. 877+53
R
TYPICA

TYPICAL SECTION

LONE PINE BRIDGE			
572 +50	877 + 53	3.93	
877 + 53	1255	7.15	
1255	1309	0.97	
SPRAGUE RIVER BRIDGE			
1309	1381	1.37	
1381	1859	8.96	
TOTALS		33.18	


M.P. 29.59
WEST END OF SURVEY Sta. 1257 + 22.7
R10E
R11E
T 35 S
T 36 S
STA. 1309
SPRAGUE RIV. BRIDGE
346300
SPRAGUE RIVER
STA. 1381
Located Line
GRAVEL PIT
M.P. 34.33
Alternate Line
O.C. & E. R.R.
11.25 miles
SPRAGUE RIVER

LONE PINE BRIDGE					
572 + 50	877 + 53	3.93	117900		117900
877 + 53	1255	7.15	168750		168750
1255	1309	0.97	19850		19850
SPRAGUE RIVER BRIDGE				46300	46300
1309	1381	1.37	33850		33850
1381	1859	8.96	188800		188800
TOTALS		33.18	816250	134800	951050


R11E
SPRAGUE RIVER
11.25 miles
O.C.&E. R.R.
Alternate Line
SPRAGUE RIVER
Located Line
GRAVEL PIT M.P. 34.33
STA. 1381
M.P. 40.84
EAST END OF SURVEY
Sta. 1859 + 62.5
KLAMATH FALLS - LAKEVIEW HWY.
Klamath Falls
Lakeview

318-1701 Chiloquin (Chocktoot St.) 1949
Bituminous Macadam Surfacing
#3261 Project

RECEIVED
1950
FOR FILING

318-1761

3261 (CONTRACT NO.)

ORESON STATE HIGHWAY COMMISSION
(date)

October 4, 1950

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3261	2 & 3, Final	J. E. & M. J. Conley

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
15748	B 1195	$ 539.73	10/3/50

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

- -

Specified Completion Date:

Time Extensions:

Completion Date:

Date Accepted:

Penalties:

Claims:

Remarks:

- -

Date:

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: OCT 5 1950
a a Wahlander

NOTED ON CARD

OREGON STATE HIGHWAY COMMISSION
(date)
October 4, 1950

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3261	2 & 3, Final	J. M. & M. J. Conley	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
15748	R-1195	$ 529.73	10/3/50

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

D B Taylor
ACCOUNTING DIVISION

- -

Specified Completion Date: Aug. 31, 1950

Time Extensions: None required

Completion Date: July 31, 1950

Date Accepted: Aug. 21, 1950

Penalties: None of record

Claims: None of record

Remarks:

- -

Date: 10-5-50

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:

RECEIVED
SEP 8 1950
FOR FILING

318-170 1

3261

September 8, 1950

Peerless Casualty Company
Rathbone, King & Seeley
310 S. W. Fourth St.
Portland 4, Oregon

Gentlemen:

Please be advised that State Highway Contract No. 3261, for surfacing on the Chiloquin (Chocktoot St.) Section in Klamath County, has been completed by the contractor, J.N. & M.J. Conley, and that final payment in the amount of $529.73 will be made on or after September 18, 1950.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $3,128.16, and that no force account work was performed on the project. This contract was completed on July 31 and accepted by the Highway Commission on August 21, 1950.

We are sending you this notice as your Company appears as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Peerless Casualty Co.

Dooly & Co.

NOTED ON CARD

August 24, 1950

NOTED
J. W. CATTRALL

Mr. William Lorenz, Mayor
Chiloquin, Oregon

Dear Sir:

Contract No. 3261 with N. N. and M. J. Conley for placing cinder base and shoulders and constructing a bituminous macadam wearing surface on Chocktoot Street from First Avenue to the easterly end of the Williamson River Bridge was completed July 31, 1950, and accepted by the Highway Commission on August 21, 1950. Under the terms of the agreement between the Highway Commission and the City of Chiloquin, dated September 22, 1949, the City assumes the maintenance of and continues jurisdiction over the above city street as of the date of completion, July 31, 1950.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

RHP:MM

Form E-1—5M—11-48

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 15, 19 50

Section Chiloquin (Chocktoot Street)

Kind of work Oil Mat Surfacing

Highway City Street

Section prefix 318-1701

Contractor J. N. & M. J. Conley

Contract number 3261

Date of contract December 19, 19 49

Date of completion August 31, 19 50

Date work started May 1, 19 50

Estimated date of completion August 31, 19 50

Amount of contract $ 3,559.00

Per cent of time elapsed 82 %

Estimated cost of completed project, exclusive of engineering $ 3,559.00

Per cent of contract completed, based on total contract price 95 %

Engineering cost to date $ 150.00, 4.5 %

Date project was completed 7-31-50, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The placing of the final seal was performed on July 10, and work is now complete except for surfacing between the railroad tracks.

The surfacing between the tracks is to be constructed by State forces.

NOTED
F. C. SMITH

NOTED
E. M. [illegible]

Signed

Address 2556 Altamont Drive, Klamath Falls, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				0.15	
Miles partially completed					
Miles completed					
Total estimated quantities		500		280	
Estimated quantities moved or placed to date		450		280	
Average daily quantities		450			
Average daily quantities necessary to complete project on time					
Number shifts per day		1			
Hours per shift		9			
Average force on project for week		24			

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 2, Rollers 3, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., Transports 2, Trucks 6 ...., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair and warm.		
Monday	Fair and warm.		
Tuesday	Fair and warm.		
Wednesday	Fair and warm.		
Thursday	Fair and warm.		
Friday	Fair and warm.		
Saturday	Fair and warm.		

RECEIVED
JUL 17 [illegible]
OFFICE OF
CONSTRUCTION ENGINEER

Salem, Oregon
February 27, 1950

NOTED
J. W. CATTRALL

Mr. W. E. Chandler, Division Engineer
State Highway Department
Bend, Oregon

It has been called to our attention that the Sprague River project is to be extended to use up the total funds allocated. Mr. William Lorenz, Mayor of Chiloquin, states that the west end of the Sprague River project, as extended, will be approximately one eighth of a mile from the east end of the Chiloquin (Chocktoot Street) Special City Project. If this is true, there is a possibility that an extension of the Chocktoot Street project could be worked out providing:

1. The connecting section would be within the city limits of Chiloquin
2. The route of the connecting section would follow an existing city street
3. Approval of the project could be obtained while the contractor (J. N. and M. J. Conley) is still in the area

It would be appreciated if you will indicate on one of the enclosed maps the west or Chiloquin end of the Sprague River project showing the most logical connection (using existing city streets) with the Chocktoot Street project (shown in red). If such a connection appears feasible to you, we would also appreciate an estimate of the cost of construction to standards consistant with the other projects. Please forward the above to this office.

John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

RECEIVED
JAN 17 1950
FOR FILING

318-1701

3261

Files

January 16, 1950

J. W. & M. J. Conley
4332 N. E. Royal Court
Portland 13, Oregon

Gentlemen:

We enclose herewith, for your records and files, two fully executed copies of contracts which were awarded to you on December 19, 1949 by the State Highway Commission, as follows:

Contract No. 3260, covering surfacing on the Chiloquin-Sprague River Section of the Sprague River Road, in Klamath County.

Contract No. 3261, for surfacing on the Chiloquin (Chocktoot Street) City Streets Section, in Klamath County.

An executed copy of each of the above contracts is begin sent to the surety on your bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 2

1/16, gl

RECEIVED
NOV - 1 1949
FOR FILING

318-1701

3261

Chiloquin

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Oct. 31, 1949

SUBJECT:

To:

Mr. Dean Swift
Assistant Division Engineer
Oregon State Highway Department
Bend, Oregon

Dear Sir:

We have received your letter of October 28 and Order for doing a $7200 street improvement job for Chiloquin under the $250,000 street allotment.

I have discussed this with Mr. Stiffler and Mr. Cattrall and it appears improbable that we could get a good job of paving this late in the year.

Mr. Cattrall wrote to Mayor Lorens October 25, with copy to Mr. Chandler, suggesting the city do the drainage job now and put on some cinders from our pit as city maintenance, and that a State contract would be let to do the job as planned next summer.

Mr. Whitmore should get the plans in so that they can be prepared and let.

Very truly yours,

E. A. Collier
Maintenance Engineer

EAC:AE
cc: W. W. Stiffler
J. W. Cattrall
Tom Edwards

October 25, 1949

Mr. William Lorenz
Mayor, City of Chiloquin
Chiloquin, Oregon

Dear Sir:

Reference is made to the telephone conversation of Friday, October 21, between yourself and Mr. J. F. Hagmann of this office in which you inquired as to the status of the project on Chocktoot Street and also the possibility of some cinders to assist you in maintaining Chocktoot Street during this winter.

I regret to report that the data concerning the project on Chocktoot Street has not come in from the field as of this date, and therefore it does not appear likely that the project will get under way until early spring.

Regarding the use of our cinder pit, I have contacted Mr. Collier, our Maintenance Engineer, and he has given permission to the City to haul cinders from our pit. However, the State will not be able to use its equipment to load and haul these cinders for the City. Before the City hauls any cinders from this pit, they should contact the section foreman in the area or Mr. Tom Edwards, District Maintenance Superintendent in Klamath Falls.

It is suggested that the City take care of the drainage of Chocktoot Street as soon as possible as this will help to "dry up" Chocktoot Street and make the winter maintenance an easier problem. This will also have the drainage completed and out of the way so that it will not interfere with the contractor on the rest of the work.

Very truly yours,

R. H. Baldock
State Highway Engineer

NOTED
J. W. CATTRALL

By: John W. Cattrall
Acting Engineer,
County and City Relations

JWC:MM
cc: E. A. Collier
Tom Edwards
W. E. Chandler

Oct. 21, 1949

Mayor Lorenz, Chiloquin telephoned 3:30 P.M.

Wanted to know if the $250,000 project would be constructed before this winter. I told him no and that to my knowledge no one from this office had ever led the City to believe that it would be done prior to 1950. He claims you told him at the League meeting that it would be contracted at the Hwy. Comm. meeting. I told him it definitely was not scheduled for this meeting as Tope wasn't in from the field. He ~~says someone~~ said it was his understanding that all of the information had gone in to Chandler & Chandler had sent it in to Salem. Checked with C. Pease and they don't have notes yet.

Lorenz then wondered if Edwards D.M.S. couldn't haul some cinders from our pit 3 miles away and help them over the winter. I told him we'd check into it and let him know the outcome.

Fred

RECEIVED
OCT 12 1949
FOR FILING

318-1701
3261

Chiloquin

October 12, 1949

Edouard Priaulx, City Recorder
City Hall
Chiloquin, Oregon

Dear Sir:

We are enclosing herewith, for the City's records and files, a fully executed copy of an agreement with the City of Chiloquin in connection with the Special City Allotment project approved for construction in that city.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rm
encl. 1

Salem, Oregon
September 6, 1949

Mr. J. M. Devers
Chief Counsel

As per our recent conversation, I have changed the last three sheets of the Chiloquin agreement so as to include several additional points in the things to be done by both city and state.

If this agreement in its present form meets with your approval, it would be appreciated if you would sign and return all five copies to this office for further handling.

John W. Cattrall
Acting Engineer,
County and City Relations

NOTED
J. W. CATTRALL

JFH:MM
Encl.

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

Aug. 12, 1949

Mr. John W. Cattrall, Acting Engineer
County and City Relations
Office

Dear Mr. Cattrall:

I have before me your request for an agreement covering the proposed construction of a portion of Chocktoot Street in Chiloquin, the construction work to be done with funds which constitute the $250,000 withdrawn from the appropriation made by the legislature out of highway revenues to cities.

Heretofore, we have been using what has been called an option, but which I think is hardly the proper way to handle these matters. The form of option, I believe, was prepared in this office some time ago, but I have decided to revamp it for the reason that in effect the option is a contract put in form to do something else. So, I have prepared the Chiloquin subject along the line of the new proposed form, and I am attaching the original and four copies, and if you have suggestions to make before this goes out, I would like to have you call and talk to me so we can make the necessary changes.

Yours very truly,

J M Devers
J. M. DEVERS

JMD:FRC

NOTED
J. W. CATTRALL

RECEIVED
AUG 15 1949
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
AUG 8 1949
FOR FILING

318-1701
~~3261~~

Chiloquin

Salem, Oregon
August 5, 1949

Mr. John W. Cattrall

The State Highway Commission has approved a special State Tax Street Fund project in Chiloquin estimated to cost $8,500. You may have the necessary "Option for Cooperative Construction Project" prepared.

W. C. Williams

WCW:me

5

RECEIVED
AUG 5 1949
FOR FILING

318-1701

4 k-1

File

August 4, 1949

Mr. Edouard Priaulx, Mayor
Chiloquin, Oregon

Dear Sir:

The State Highway Commission, at its August 1-2 meeting, approved an $8,500 project in the City of Chiloquin as a part of the 1949 special State Tax Street Fund.

This project, as approved, calls for placing a rock or cinder base course plus a 3" asphaltic concrete wearing surface on Chocktoot Street from the east end of the Williamson River bridge to First Avenue. The Department will endeavor to work up plans and specifications so that this project may be contracted this year.

We will keep you informed of future developments.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JFH:MM

318-1701

3261

July 27, 1949

Oregon State Highway Commission

Gentlemen:

In the city of Chiloquin, the secondary state highway ends at the east end of the Williamson River bridge. From the end of the bridge to the center of the city the only access is via Chocktoot Street, and, due to the heavy traffic, the City is unable to keep the street in good repair.

The City has requested that the street be improved with funds from the $250,000 special State Tax Street Fund. An investigation indicates that the street qualifies for such improvement, the estimated cost being $6,500.

I attach hereto a tabulation and map of the proposed project, and I recommend your approval. If approved, the unallocated balance of the 1949 allotment will be approximately $7,000.

This matter will be on the next agenda.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

cc Mr. W. C. Williams
Mr. N. G. Smith
Mr. John W. Cuttrall

FORM E-90 10M 6-48 23439

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 25, 1949

SUBJECT:

To: Mr. W. C. Williams
OFFICE

NOTED
W. C. WILLIAMS

Attached please find 9 copies of a tabulation with attached maps showing a recommended project in the City of Chiloquin for construction under the 1949 Special $250,000 City Street Allotment.

The Chiloquin State Secondary Highway ends at the east end of the Williamson River Bridge, and this project covers Chocktoot Street from this point to First Avenue. This section provides the only access to the city and, in addition, receives heavy truck traffic. As a result, it is in poor condition at this time.

If the project is approved, the unallocated balance of the 1949 allotment, from figures available at this time, would be approximately $7,000.

John W. Cattrall
John W. Cattrall
Acting Engineer,
County and City Relations

JFH:MM
Encl.

$250,000 Special State Tax Street Fund (1949)

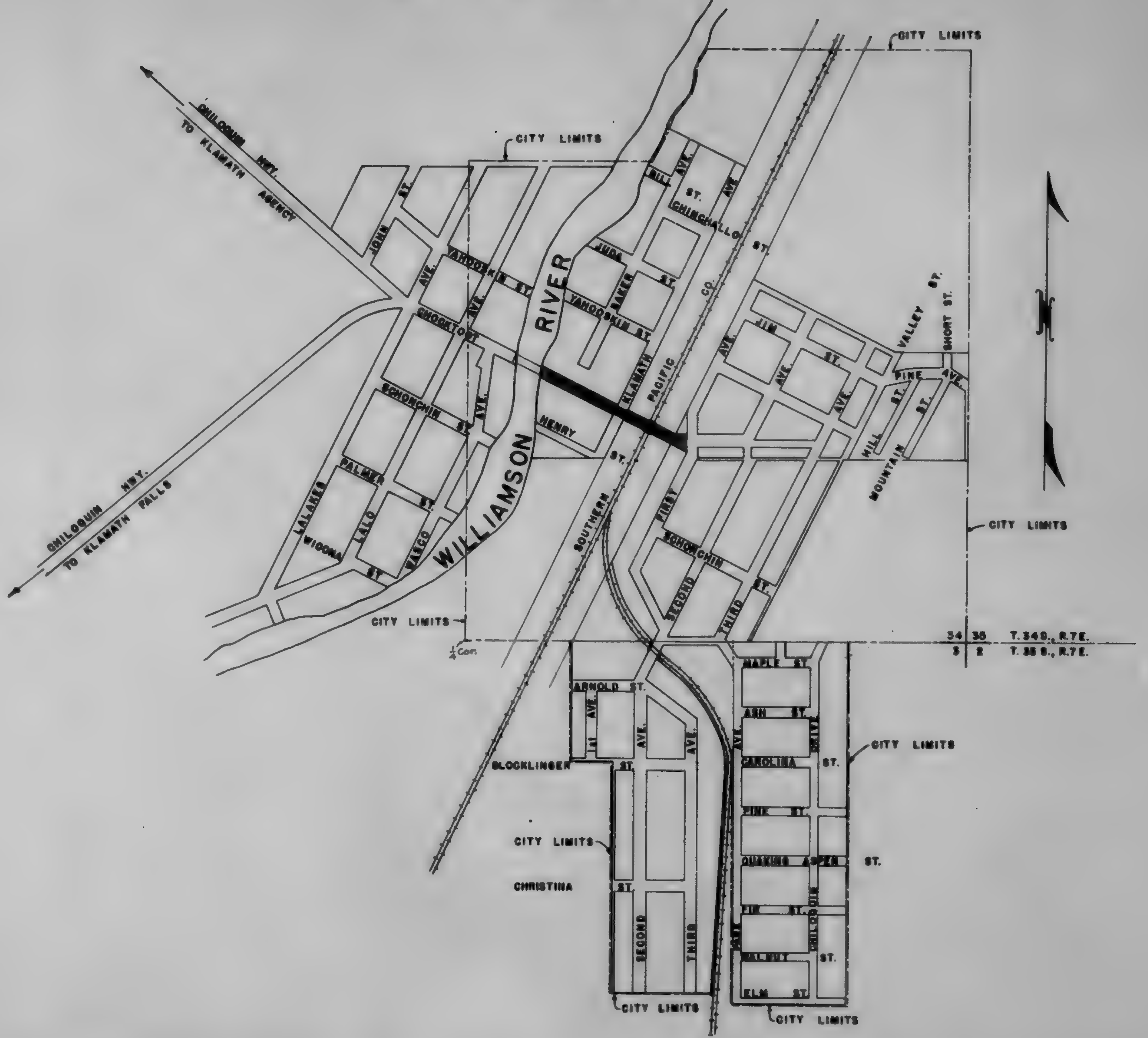
Division IV

City	County	Population	Estimated Cost State	Estimated Cost City	Estimated Cost Total	Length in Miles
Chiloquin	Klamath	741	$8,500	----	$8,500	0.14

Description: CHOCKTOOT STREET from east end of bridge over Williamson River to First Avenue. Place base course of rock or cinders and 3" thickness of Class B asphaltic concrete 22 feet in width.

HCA:MM
7-11-49

CHILOQUIN



CITY LIMITS
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CITY LIMITS
CITY LIMITS
CHILOQUIN HWY.
TO KLAMATH AGENCY
CHILOQUIN HWY.
TO KLAMATH FALLS
WILLIAMSON
RIVER
JOHN ST.
YAHOOSKIN ST.
AVE.
CHOCKTOOT
SCHONCHIN ST.
PALMER
LALAKES
LALO
WICONA
WASCO
ST.
HENRY ST.
BILL AVE.
ST.
CHINCHALLO ST.
AVE.
JUDA
BAKER
YAHOOSKIN ST.
KLAMATH
PACIFIC
CO.
SOUTHERN
JIM
ST.
AVE.
VALLEY ST.
SHORT ST.
PINE AVE.
HILL ST.
MOUNTAIN ST.
FIRST
SCHONCHIN
SECOND
THIRD
ST.
34 | 35
3 | 2
T. 34 S., R. 7 E.
T. 35 S., R. 7 E.
¼ Cor.
ARNOLD ST.
1st AVE.
AVE.
AVE.
BLOCKLINGER ST.
ST.
SECOND
THIRD
CHRISTINA
MAPLE ST.
ASH ST.
CAROLINA ST.
PINE ST.
QUAKING ASPEN ST.
FIR ST.
WALNUT ST.
ELM ST.
AVE.
DRIVE
CHILOQUIN

RESOLUTION

NOTED
J. W. CATTRALL

7-16-49

WHEREAS, Section 2 of Chapter 425, Oregon Laws 1947, provides:

> "Beginning with the year 1947 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, Chapter 413, Oregon Laws 1945; section 115-528, O.C.L.A., in the event it becomes law; section 29 of house bill No. 175 of the forty-fourth legislative assembly, and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act; but in no event shall payment under this act be made to cities for any year unless more than $11,000,000 is credited to such fund, and allocations hereunder shall be made to cities only from any excess over $11,000,000 credited to such fund in any year",

and

WHEREAS, Section 3 of said act provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of $250,000 shall be withdrawn from such appropriation and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said $250,000 shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities",

and

WHEREAS, the City of Chiloquin is an incorporated city of the State of Oregon, and has a population of 741, as given by the latest official census, and

WHEREAS, the following streets of said city, Chocktoot Street from the Williamson River bridge to First Avenue

NOTED

There isn't any side walk along this distance, we would like to have street surfaced 26' or 28' wide so it would be safe for pedestrian travel, are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit: Chocktoot Street from Williamson River bridge to First Avenue, are in need of repair, reconditioning and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair and other improvement out of funds allocated and made available by and through

the said $250,000 appropriation of state highway revenues.

4. That the City of Chiloquin does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation.

Passed and approved this 16th day of July, 1949.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

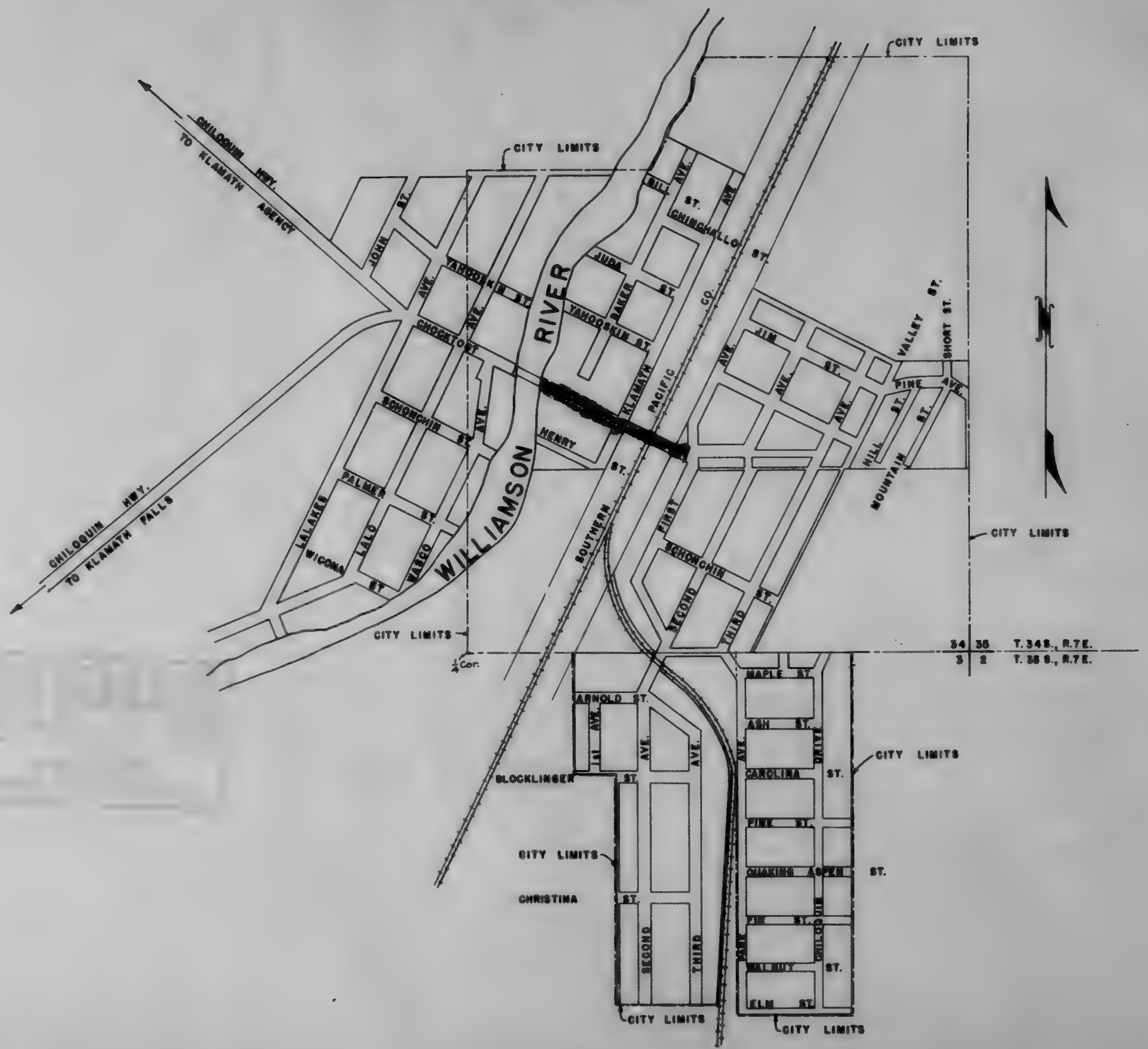
- - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Chiloquin at a regular or special meeting of said council, held on the 16th day of July, 1949, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 16th day of July, 1949.

Ed Priaul
City Recorder

CHILOQUIN


CITY LIMITS
CHILOQUIN HWY.
TO KLAMATH AGENCY
CHILOQUIN HWY.
TO KLAMATH FALLS
WILLIAMSON RIVER
JOHN ST.
YAHOOSKIN ST.
CHOCKTOOT AVE.
SCHONCHIN ST.
PALMER ST.
LALAKES
LALO
WICONA ST.
WASCO
HENRY ST.
BILL AVE.
CHINCHALLO ST.
JUDA ST.
BAKER ST.
YAHOOSKIN ST.
KLAMATH
SOUTHERN PACIFIC CO.
JIM AVE.
FIRST
SCHONCHIN ST.
SECOND
THIRD
VALLEY ST.
SHORT ST.
PINE AVE.
HILL ST.
MOUNTAIN ST.
34 35 T.34S., R.7E.
3 2 T.35S., R.7E.
¼ Cor.
ARNOLD ST.
1st AVE.
AVE.
BLOCKLINGER ST.
CHRISTINA
SECOND
THIRD
AVE.
MAPLE ST.
ASH ST.
CAROLINA ST.
PINE ST.
QUAKING ASPEN ST.
FIR ST.
WALNUT ST.
ELM ST.
PARK AVE.
CHILOQUIN DRIVE

City of Chiloquin

CHILOQUIN, OREGON

July 16, 1949

Attention: John W. Cattrall
Oregon State Highway Commission
P.O. Box 30
Salem, Oregon

Dear Mr. Cattrall:

We have some other streets in town that we thought might come under this act for repairs, but we did not show them at this time as Mr. Ayers did not believe that they would qualify right now.

I would like to advise you that we are contracting for plant mix paving, and also oil surface paving this month and the work is to start about August 1st. One of the contractors at least tells me that he has a contract price arrangement on yardage basis to furnish plant mix to the state of Oregon. He says that this price would be effective on this work at Chiloquin. The contractor is Ray Byrnes of Klamath Falls.

I am offering this information for what it may be worth to you.

Kindest personal regards,

William Lorenz, Mayor

WM Lorenz

RECEI[illegible]D
[illegible] 1 9 1949
ENGIN[illegible]
COUNTY & CITY [illegible]

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

July 12, 1949

Mr. William Lorenz, Mayor
Chiloquin, Oregon

NOTED
J. W. CATTRALL

Dear Sir:

As per your recent conversation with Mr. Ayers of this office, we have checked the Department records and find that the Chiloquin State Secondary Highway terminates at the east end of the Williamson River bridge on Chocktoot Street. As a result, Chocktoot Street from the east end of the bridge to First Avenue is eligible for aid under the $250,000 Special City Allotment Act.

Enclosed please find two copies of a resolution form to be used in making application for aid under this act. To clear our records, it would be appreciated if the City will fill out this resolution showing the street or streets upon which aid is desired at this time and return one signed copy to this office.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Acting Engineer,
County and City Relations

JFH:MM
Encl.

NOTED
Harold C. Ayers

250,000 City Allotment (1949-1950?)

Chiloquin 7-7-49

Contacted Tom Edwards D.M.S at Klamath Falls regarding maintenance of Chocktoot Street from bridge to First avenue. Mr. Edwards showed (and gave me a copy) of a letter written in 1940 by Mr Bishop to Mr Chandler stating that Mr. Cutler had advised the writer that by agreement with the County the secondary was to terminate at the east end of the bridge over the Williamson River and because of this letter the maintenance was carried to this point only. He stated he sincerely hoped that this portion of Chocktoot Street from bridge to First would be rebuilt out of the 250,000 city Allotment.

In our conversation re the rebuild of street Mr. Edwards suggested we recommend the placing of 6 to 8 inches of Cinders or rock from Agency quarry as added base and the construction of a 3" asphaltic Concrete pavement, as this could be hauled from Commercial plant in Klamath Falls. We figured the project being so short it would likely be impractical to get anyone interested in [illegible].

I contacted the Asphalt Paving Co. (Mr. Ray Byrnes) and he did quote a price of $2.00 per sq yd 1½ inches thick on a [illegible] street in Chiloquin and he thought he might quote about 3.00 for 3" thickness on the street plus preparation.

Mr. Adams of Gladney & Adams quoted us $3.75 per cu yd price on Oil rock stock piled at Chiloquin

C
O
P
Y

FORM B-36X 10M 1-40 29084

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 2, 1940

7) [illegible]

SUBJECT: Terminus of Chiloquin
Secondary Highway

To: Mr. Wm. E. Chandler
Division Engineer
Bend, Oregon

RECEIVED
JUL 8 1949
ENGINEER
COUNTY & CITY RELATIONS

Dear Sir:

Receipt is acknowledged of your letter of October 31, together with a copy of Mr. Sothman's letter of October 29, both relative to the eastern terminus of the Chiloquin Secondary Highway.

Mr. Cutler advises us that it is the understanding between the department and the Klamath County Court that this terminus should be the east end of the Williamson River Bridge. This was agreed upon as the eastern terminus of the highway in order that the construction of the bridge could be performed.

The oiled surface was extended a few feet east of the end of the bridge and has been maintained by state forces for the purpose of providing a smooth approach to the bridge and to facilitate the turning of maintenance equipment. Actually the eastern terminus of the secondary highway is understood to be the east end of the bridge and not the junction with First Avenue as shown on the straight line chart.

Very truly yours,

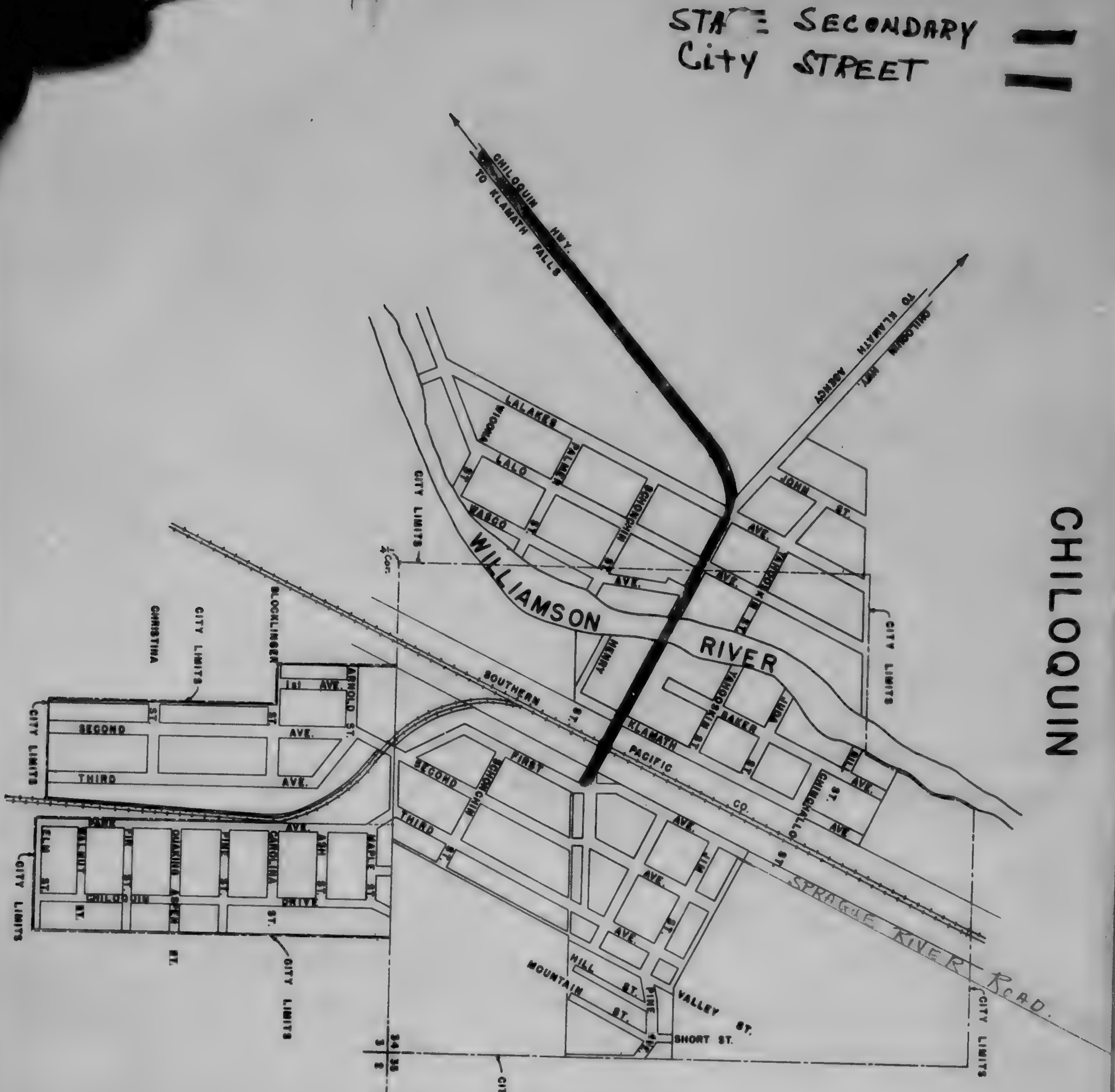
JN Bishop /s/

J. N. Bishop
Maintenance Engineer

JNB/er

cc Geo. Sothman

CHILOQUIN


STATE SECONDARY
City STREET
CHILOQUIN HWY.
TO KLAMATH FALLS
CHILOQUIN HWY.
TO KLAMATH AGENCY
WILLIAMSON RIVER
SOUTHERN PACIFIC CO.
SPRAGUE RIVER ROAD
CITY LIMITS
LALAKES
LALO
WASCO
PALMER
AVE.
ST.
JOHN ST.
BAKER ST.
HENRY
KLAMATH ST.
CHIPPEWA ST.
FIRST
SECOND
THIRD
AVE.
1st AVE.
ARNOLD ST.
SECOND AVE.
THIRD AVE.
BLOCKLINGER ST.
CHRISTINA
ELM
WALNUT
FIR
QUAKING ASPEN
PINE
CAROLINA
ASH
MAPLE ST.
CHILOQUIN ST.
DRIVE
HILL ST.
MOUNTAIN ST.
PINE
VALLEY ST.
SHORT ST.
$\frac{1}{4}$ Cor.
34 | 35
3 | 2
T.34S., R.7E.
T.35S., R.7E.
SPRAGUE RIVER ROAD

Mr. Roy Byrnes of Asphalt Paving Company stated he might be in position to do an Oiling job in Chiloquin if City could scratch up enough money so that he could spot a car of oil there. (City has nebulous plans to Oil some of the streets with State tax funds.) Mr. Byrnes said he thought about $6.00 for furnishing & placing aggregate and $60.00 for asphalt; rock available would be limited to 1¼" so likely O-11 would be the type to specify. The railroad Crossing is in bad shape and would need plant mix to repair.

Contacted Mr. Lorenz the mayor and went over all the city streets to see if there were any qualifying streetage upon which to recommend repair out of $5300 city allotment. After thorough investigation decided the only street that can possibly qualify was Chocktoot Street (0.14 miles) from east end of bridge over Williamson River to First Avenue and this only if decision is reached as to whether this is a portion of state secondary highway or a city responsibility

7-11-49

John advised today that Chocktoot Street from east end of Williamson River Bridge to 1st avenue was not on secondary system.

H.C.G.

4-25-49

for the given reasons could recommend the Oiling of Chocktaw street, that Park streets ~~that~~ not 300 Cars per day

Park Street is narrow & winds around trees, advised Mr. Loring the city should take out some of the trees realign the street, place base & leveling course and cross culverts. Mr. Loring said city would be glad to do the work if state could see their way to oiling these streets. Told him street did not qualify.

Advised him I would recommend expenditure but did not know if this year or next, would advise him as soon as I know.

H. C. A.
4-25-49

250,000 fund

Chiloquin 4-19-49

Saw Mayor Lorenz as per direction of Mr. Cooper.

Mr. Lorenz had several questions

1. "Why did state stop oiling job last year 30' easterly from bridge on "Chocktoot street"?;
   In answer showed him the F.A.S. Post located 30' easterly from bridge across Williamson street. (F.A.S 422 shown on St. line to 1st St)

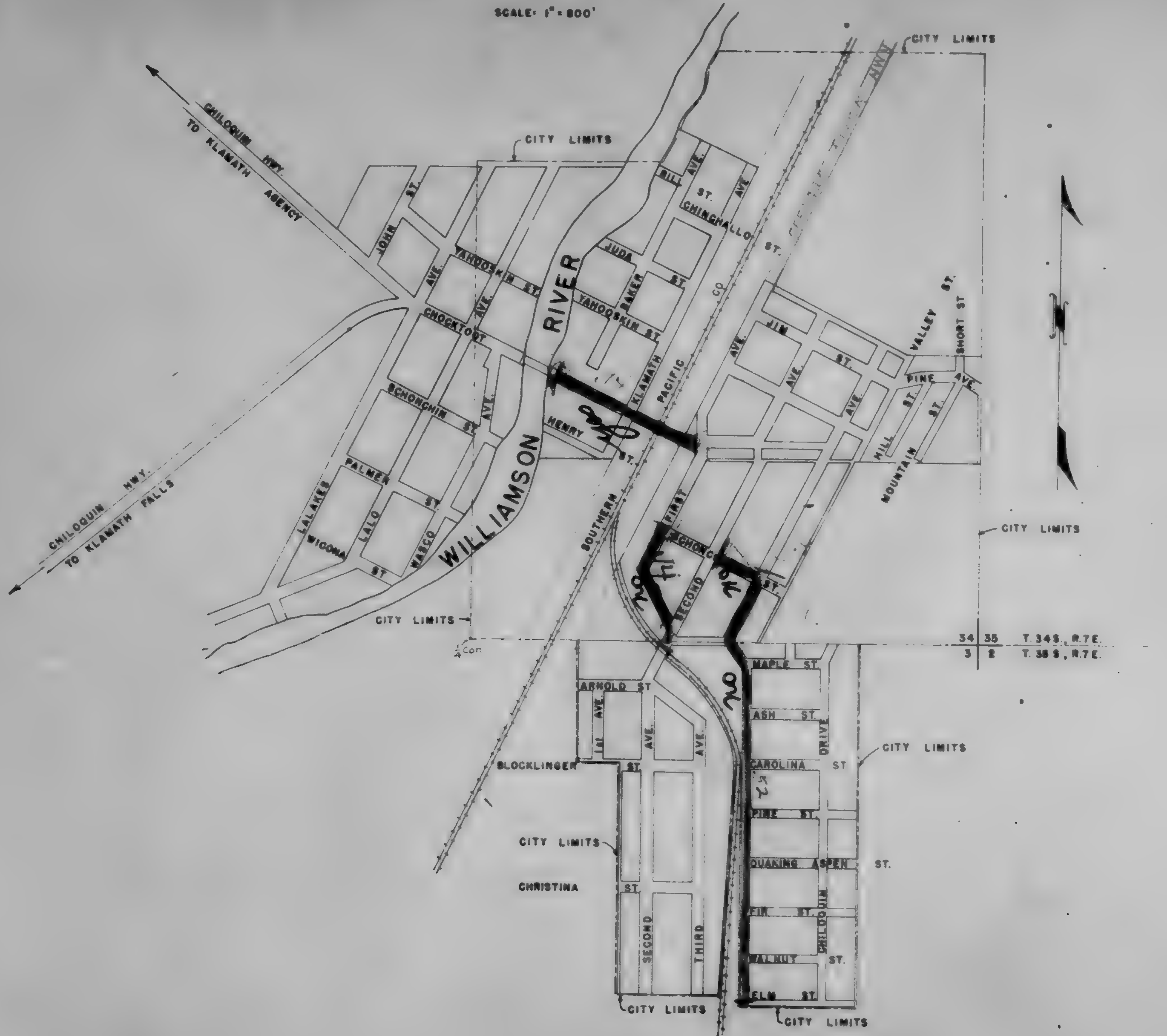
2. "Was the State going to spend any money on Sprague river road"?
   I advised him I would try and find out and let him know.

3. Would the state spend any of the 250,000 funds in Chiloquin:? Namely Chocktoot street from bridge to First street 0.14 miles., First street from Schonchin to Second.; 0.4 Park Street from south city limits to Maple st., Third street from Maple to Schonchin and Schonchin from 3rd. to 2nd. 0.52 miles

Chocktoot ~~and Third~~ Street carries log trucks from Sprague River road to Highway.. Park Street ~~[illegible]~~ increase in population in the area.

CHILOQUIN

SCALE: 1" = 800'



CHILOQUIN HWY. TO KLAMATH AGENCY
CHILOQUIN HWY. TO KLAMATH FALLS
CITY LIMITS
WILLIAMSON RIVER
JOHN ST.
YAHOOSKIN ST
CHOCKTOOT AVE.
SCHONCHIN ST
AVE.
PALMER
LALAKES
LALO
WICONA
WASCO ST
HENRY ST.
BILL AVE.
ST. AVE
CHINCHALLO ST.
JUDA
BAKER ST
YAHOOSKIN ST
KLAMATH
PACIFIC
CO
SOUTHERN
HWY
JIM
AVE.
ST.
VALLEY ST.
SHORT ST
PINE AVE.
HILL ST.
MOUNTAIN ST.
FIRST
SCHONCHIN
SECOND
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ARNOLD ST
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DRIVE
CAROLINA ST.
BLOCKLINGER ST
PINE ST.
QUAKING ASPEN ST.
CHRISTINA ST.
FIR ST.
CHILOQUIN
SECOND
THIRD
WALNUT ST.
ELM ST.
yes
.14
no
.14
ok
no
.52

250,000 Fund

3.75 stockpile

Chiloquin. 6-30-48

Saw Mayor Loffgay who advised me the logging & hauling projects had not developed as yet, so streets were still in good condition. He still feels that when logging starts the streets will not stand the traffic and he would still like us to make him another visit after the logging starts, which he feels will be soon. He says the logging company has told him they will haul about 4 years work in the area, as soon as it starts he will notify us.

H C Ayres
7-1-48.

Chiloquin
($250,000 Fund)
(1949)

January 5, 1948

Mr. W. M. Lorens, Mayor
Chiloquin, Oregon

My dear Mayor:

I wish to acknowledge receipt of your letter with regard to the special fund of $250,000, which was set up by the 1947 session of the Legislature, under the provisions of Chapter 425, Oregon Laws 1947.

Under separate cover, we are sending you three copies of a form which has been prepared by our Legal Department to be used by the cities in making application to the Highway Commission for improvement of streets within cities that are eligible under the terms of the act. There are also attached three small maps.

These forms should be filled out and the resolution adopted by the council, all three copies signed by the mayor and city recorder, and two copies of the resolution and two copies of the map should be forwarded to the Oregon State Highway Commission, attention of Oscar Cutler, Engineer, County and City Relations.

As soon as these forms have been received, you will be advised, and as soon thereafter as possible someone from the County and City Relations Department at Salem will contact the city officials, make an investigation and a preliminary estimate of costs, and the project will then be submitted to the Highway Commission for their consideration.

I am returning to you the small map which you sent in with your letter and have marked thereon the section that is on State Secondary Highway No. 422 and is now an obligation of the state for maintenance.

The act passed by the 1947 legislature provides that money from the special $250,000 fund shall be expended upon streets not a part of the state highway system. Therefore, it would be proper to leave out that portion of the state secondary highway within the city limits of Chiloquin.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

Oscar Cutler
Engineer, County and City Relations

OC:mm

Encl.

Chiloquin
$250,000 Fund
(1949)

CITY OF CHILOQUIN
CHILOQUIN, OREGON

12-30-47

Mr. Cutler
State Highway Commission
Salem, Oregon

Dear Sir:

We are submitting a tentative map of the streets in our city that we are anticipating repairing and improving under the special allocation of liquor funds for cities that have had heavy or unusual industrial traffic.

The streets indicated have been used in the past year for heavy logging equipment and road equipment from Klamath Indian Agency as well as a large fleet of trucks from the highway construction project near here. Truckloadings of cattle through on this artery have also added to this wear.

Based on estimates for other work that we have received currently we believe that this project would cost in the neighborhood of $1538.47.

If there are any forms that are necessary to submit to you in getting this project before the proper authorities we would appreciate your sending a set to the city.

Very truly yours,

W M Lorenz

Mayor of the City of Chiloquin

RECEIVED
DEC 30 1947
ENGINEER
COUNTY & CITY RELATIONS

RESOLUTION

12-4-47

WHEREAS, Section 2 of Chapter 425, Oregon Laws 1947, provides:

> "Beginning with the year 1947 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, Chapter 413, Oregon Laws 1945; section 115-528, O.C.L.A., in the event it becomes law; section 29 of house bill No. 175 of the forty-fourth legislative assembly, and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act; but in no event shall payment under this act be made to cities for any year unless more than $11,000,000 is credited to such fund, and allocations hereunder shall be made to cities only from any excess over $11,000,000 credited to such fund in any year",

and

WHEREAS, Section 3 of said act provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of $250,000 shall be withdrawn from such appropriation and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said $250,000 shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities",

RECEIVED
FEB 6 1948

and

WHEREAS, the City of Chiloquin is an incorporated city of the State of Oregon, and has a population of 741 - 1940 875, as given by the latest official census, and

WHEREAS, the following streets of said city, First Avenue from Chocktoot to city limits north. From Schonchin to Park Avenue and from end of Third Avenue to end of Park Avenue. From railroad crossing on Second Avenue to intersection of Arnold and on to where Third Avenue intersects Blocklinger Street are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit: 1st Ave from Chocktoot to City limits, 1st ave from Schonchin to Park Ave. End of 3rd ave to end of Park Ave. From railroad crossing on 2nd ave to intersection of Arnold and on to where 3rd ave intersects Blocklinger St., are in need of repair, reconditioning and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair and other improvement out of funds allocated and made available by and through

the said $250,000 appropriation of state highway revenues.

4. That the City of Chiloquin does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation.

Passed and approved this 4th day of December, 1947.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - -

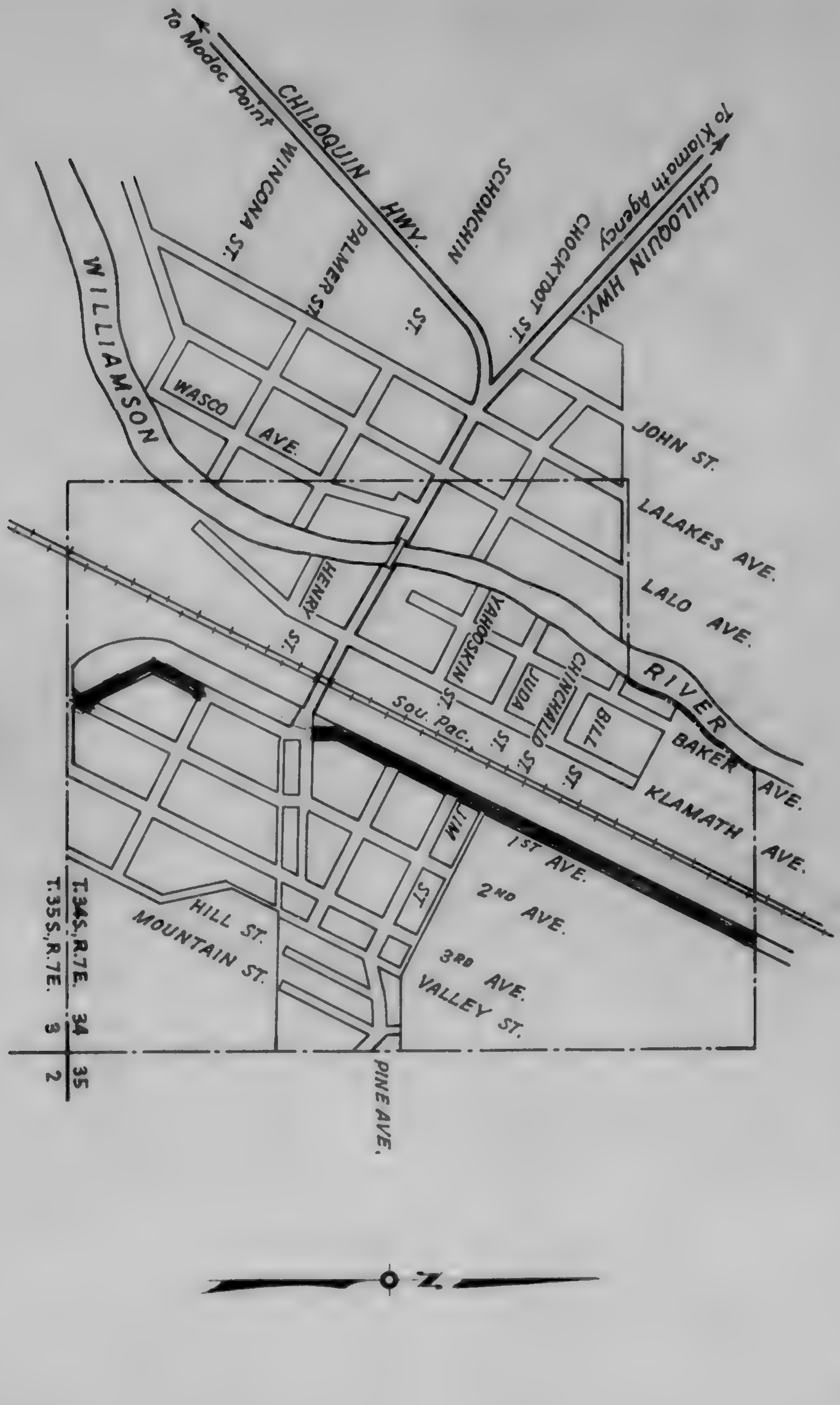
I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Chiloquin at a regular or special meeting of said council, held on the 4th day of December, 1947, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 4th day of December, 1947.

Edward [illegible]
City Recorder

CHILOQUIN

Scale: 1"=800'


To Modoc Point
CHILOQUIN HWY.
To Klamath Agency
CHILOQUIN HWY.
WINCONA ST.
PALMER ST.
SCHONCHIN ST.
CHOCKTOOT ST.
WILLIAMSON
RIVER
WASCO AVE.
JOHN ST.
LALAKES AVE.
LALO AVE.
HENRY ST.
YAHOOSKIN ST.
JUDA ST.
CHINCHALLO ST.
BILL ST.
BAKER AVE.
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Sou. Pac.
JIM ST.
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2ND AVE.
3RD AVE.
VALLEY ST.
HILL ST.
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T.34S.,R.7E.
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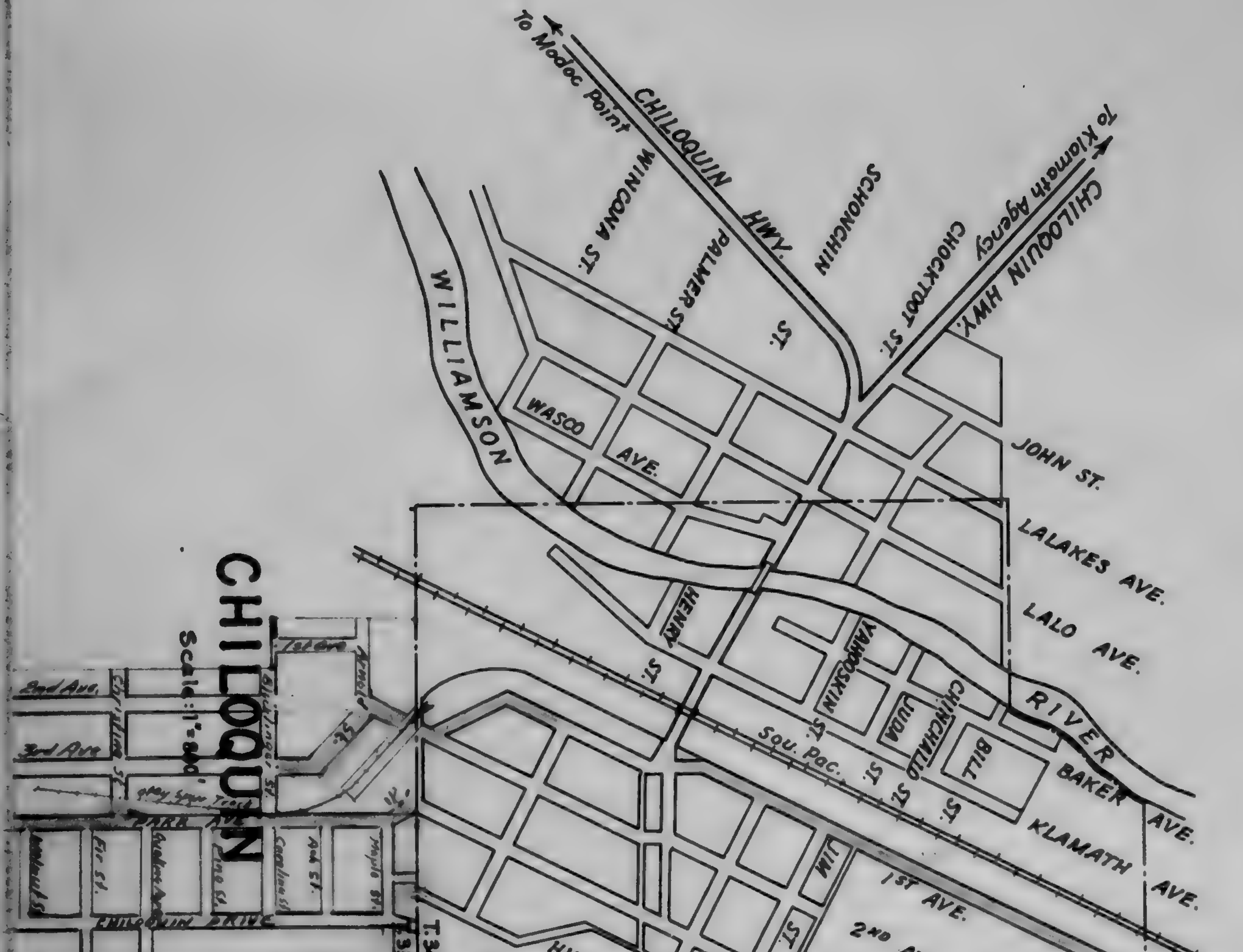
CHILOQUIN
Scale: 1"=800'
CHILOQUIN HWY.
To Modoc Point
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YAMOSKIN ST.
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CHINCHALLO ST.
BILL ST.
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KLAMATH AVE.
Sou. Pac.
JIM ST.
1ST AVE.
2ND AVE.
3RD AVE.
VALLEY ST.
HILL ST.
MOUNTAIN ST.
PINE AVE.
T.34S.R.7E.
T.35S.R.7E.
34
35
3
2
1st Ave.
2nd Ave.
3rd Ave.
Park Ave.
Chiloquin Drive
Fir St.
Pine St.
Ash St.
35
N

check to see if C.L. have been extended? R.J.H.

(Extends on other block south)

20-1604 Junction City-Eugene Traffic 1949
Signals

#3262

RECEIVED
OCT 1950
FOR FILING

20-1604

OREGON STATE HIGHWAY COMMISSION
(date)
September 12, 1950

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3262	2-final	L. H. Morris Electric Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
14858	No. R- 1	$ 849.13	Sep. 11, 1950

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

- -

Specified Completion Date:

Time Extensions:

Completion Date:

Date Accepted:

Penalties:

Claims:

Remarks:

- -

Date:

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

NOTED ON CARD
10-3-50

Warrant Mailed: OCT 3 1950

OREGON STATE HIGHWAY COMMISSION
(date)
September 12, 1950

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3262	2-final	L. H. Morris Electric Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
14858	No. R-1	$ 849.13	Sep. 11, 1950

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

- -

Specified Completion Date: June 30, 1950

Time Extensions: Extended to July 31,1950 without penalty

Completion Date: July 27, 1950

Date Accepted: Sep. 28, 1950

Penalties: None of record

Claims: None of record

Remarks:

- -

Date: 10-2-50

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:

RECEIVED
AUG 31 1950
FOR FILING

20-1604

3262

August 30, 1950

L. H. Morris Electric Co.
575 Blair Blvd.
Eugene, Oregon

Gentlemen:

The State Highway Commission, at its meeting on August 21, 1950, had under discussion your request for an extension of time of 31 days, from June 30 to July 31, 1950, within which to complete your contract No. 3262 for traffic signals on the Junction City-Eugene Section of the Pacific Highway in Lane County.

I am pleased to inform you that the Highway Commission granted your request without penalty. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: K. D. Lytle,
Division Engineer

L. R. Allen,
Resident Engineer

W. A. Reeves

ED ON CARD
8-30-50

RECEIVED
AUG 30 1950
FOR FILING

20-1604

3262

August 29, 1950

General Casualty Co.of America
J. C. Finlay, Agent
Board of Trade Bldg.
Portland 4, Oregon

Gentlemen:

Please be advised that State Highway Contract No. 3262, covering installation of traffic signals at Junction City-Eugene Section on the Pacific Highway in Lane County, has been completed by the contractor, L. H. Morris Electric Co., and that final payment in the amount of $849.13 will be made after acceptance by the Commission.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $6,618.00, and that no force account work was performed on the project. This contract was completed on July 27, 1950 but has not as yet been accepted by the Highway Commission.

We are sending you this notice as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: General Casualty Co.of America
General Insurance Bldg.
Seattle 5, Wash.
Attn.: Surety Dept.

NOTED [illegible]
8-29-[illegible]

RECEIVED
JUL 31 1950
FOR FILING

20-1604

3262

July 31, 1950

Request for Extension of Time
No. 2
August 21 and 22 Meeting

State Highway Commission

Gentlemen:

Re: Traffic Signals on the Junction City-
Eugene (Elmira Road) Section,
Contract No. 3262, L. H. Morris Company,
Contractor

Herewith copy of an application for extension of time for the installation of the traffic signals at the intersection of Elmira Road and the Pacific Highway north of Eugene.

Under the contract the installation should have been completed June 30, 1950. Through an error by the supplier of material, signal brackets which did not fit were shipped, and they are now being replaced. The contractor requests an extension to and including July 31, 1950 in order to correct this error. Since the error was not on the part of the contractor, it is recommended that the extension be granted without penalty to the contractor.

This is a State Project and the concurrence of the Bureau of Public Roads is not required.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

GSP:gn
cc G. S. Paxson

RECEIVED
[illegible]
FOR FILING

20-3604

3262

January 11, 1950

L. H. Morris Electric Co.
575 Blair Blvd.
Eugene, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3262 which was awarded to you on December 19, 1949 by the State Highway Commission, covering the Junction City-Eugene Traffic Signals on the Pacific Highway in Lane County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 1/11, 50

RECEIVED
DEC 22 1949
FOR FILING

20-1604

3262

December 21, 1949

L.H. Morris Electric Co.
575 Blair Blvd.
Eugene, Oregon

Gentlemen:

The State Highway Commission on December 19, 1949, awarded you the contract for the Junction City-Eugene Traffic Signals Project on the Pacific Highway in Lane County. This award was based on your low bid of $6,593.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

rm

cc - S.H. Probert
G.S. Paxson

RECEIVED
NOV - 3 1949
FOR FILING

20-1604

3262

Cross Referenced To:
Maint
Traffic Safety
Rd. Crossings

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 2, 1949

SUBJECT: Preparation of Signal Contract
US99, Elmira Road, North of Eugene

To: G. S. Paxson

1116
1120

Attention: W. A. Reeves

Attached hereto is copy of special provisions for incorporation with the standard specifications, along with contract cost estimate and plans for the installation of traffic signal, channelizing island and illumination at the above location. The total cost of this project is summarized as follows:

Bid Estimate	$ 6,125.00	
Material Furnished by State	321.00	
Miscellaneous and Contingencies	326.65	
Preparation of Plans and Specifications 1/	227.35	
Total Cost of Installation		$ 7,000.00

1/ Credit prefix 5166-602 by transferring these costs.

No agreement is necessary for this installation as it is to be done entirely with State funds. This was approved by the State Highway Commission at their meeting of September 21, 1949, at which time $6,500.00 was authorized.

Crandall
[illegible] Crandall
Traffic Engineer

JAH:bv

Attachment

cc - W. C. Williams ✓
E. A. Collier
S. H. Probert
Val Johnson

RECEIVED
FOR FILING
20-1604
3262

AGENDA ITEM 4-u
8/19-20-21/49

October 4, 1949

Cross Referenced To:
Maint
Traffic Safety
Ped. Xings

1116
1:20

Tom Powers, Superintendent
Bethel Public Schools
Eugene, Oregon

Dear Mr. Powers:

The State Highway Commission at its last meeting had under discussion several petitions for the immediate establishment of a pedestrian crosswalk suitably marked near the junction of Roosevelt Boulevard and Highway No. 99, immediately north of the overhead crossing at the Eugene north city limits.

In its consideration of this matter, the Commission had the benefit of a report from the Engineer, who has recently made a thorough investigation of this intersection. This report included information on traffic volume covering both vehicular and pedestrian movements, and a record of the accidents that have occurred at this intersection. The Engineer recommended the construction of channelized islands, and the installation of traffic signals and luminaire units, and I am pleased to inform you that the Commission unanimously approved the recommendation. Incidentally, the estimated cost of the project is $6,500, which will be paid with state funds.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ts

AGENDA ITEM 4-u
8/19-20-21,/49

October 4, 1949

Mrs. W. B. Palmer
130 Iowa Street
Eugene, Oregon

Dear Mrs. Palmer:

The State Highway Commission at its last meeting had under discussion several petitions for the immediate establishment of a pedestrian crosswalk suitably marked near the junction of Roosevelt Boulevard and Highway No. 99, immediately north of the overhead crossing at the Eugene north city limits.

In its consideration of this matter, the Commission had the benefit of a report from the Engineer, who has recently made a thorough investigation of this intersection. This report included information on traffic volume covering both vehicular and pedestrian movements, and a record of the accidents that have occurred at this intersection. The Engineer recommended the construction of channelized islands, and the installation of traffic signals and luminaire units, and I am pleased to inform you that the Commission unanimously approved the recommendation. Incidentally, the estimated cost of the project is $6,500, which will be paid with state funds.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBO:ts

AGENDA ITEM 4-u
8/19-20-21/49

October 4, 1949

Hon. Clinton Hurd
Lane County Judge
Courthouse
Eugene, Oregon

Dear Judge Hurd:

The State Highway Commission at its last meeting had under discussion several petitions for the immediate establishment of a pedestrian crosswalk suitably marked near the junction of Roosevelt Boulevard and Highway No. 99, immediately north of the overhead crossing at the Eugene north city limits.

In its consideration of this matter, the Commission had the benefit of a report from the Engineer, who has recently made a thorough investigation of this intersection. This report included information on traffic volume covering both vehicular and pedestrian movements, and a record of the accidents that have occurred at this intersection. The Engineer recommended the construction of channelized islands, and the installation of traffic signals and luminaire units, and I am pleased to inform you that the Commission unanimously approved the recommendation. Incidentally, the estimated cost of the project is $6,500, which will be paid with state funds.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ts

AGENDA ITEM 4-u
8/19-20-21/49

October 4, 1949

Harry Ray, Secretary
Board of Commissioners
Bethel Water District
2485 Roosevelt Boulevard
Eugene, Oregon

Dear Mr. Ray:

The State Highway Commission at its last meeting had under discussion several petitions for the immediate establishment of a pedestrian crosswalk suitably marked near the junction of Roosevelt Boulevard and Highway No. 99, immediately north of the overhead crossing at the Eugene north city limits.

In its consideration of this matter, the Commission had the benefit of a report from the Engineer, who has recently made a thorough investigation of this intersection. This report included information on traffic volume covering both vehicular and pedestrian movements, and a record of the accidents that have occurred at this intersection. The Engineer recommended the construction of channelized islands, and the installation of traffic signals and luminaire units, and I am pleased to inform you that the Commission unanimously approved the recommendation. Incidentally, the estimated cost of the project is $6,500, which will be paid with state funds.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ts

RECEIVED
SEP 26 1949
FOR FILING

20-1604

3262

File

Eugene

Salem, Oregon
September 23, 1949

Mr. S. H. Probert

On September 21, the Highway Commission approved the recommendations of the Chief Engineer as per a plan submitted for the channelization, signals, and illumination of the Pacific Highway (US99), at its intersection with Elmira Road, near the north city limits of Eugene, at the estimated cost of $6,500.

NOTED
W. C. WILLIAMS

W. W. Stiffler

WWS:mo

cc Mr. F. B. Crandall
Mr. E. A. Collier

RECEIVED
AUG 17 1949
FOR FILING

20-1604

3262

August 16, 1949

Oregon State Highway Commission

Gentlemen:

The intersection of the Pacific Highway (US99) with Elmira Road and Roosevelt Boulevard, just north of Eugene, has been the cause of numerous investigations and requests for traffic control for many years past. The most recent of these investigations, as the result of a fatal accident on April 7, 1949, embodies requests from Honorable Clinton Hurd, County Judge of Lane County; Harry Day, Secretary to the Board of Commissioners, Bethel Water District; Tom Powers, Superintendent of Bethel Public Schools; and a Mrs. W. S. Palmer, who submitted a petition bearing 365 names.

The intersection in question is within a section zoned for a 40-mile-per-hour speed. The highway is of concrete, 22 feet in width with 10-foot gravel shoulders. A 16-hour vehicular and pedestrian count on Friday, June 17, 1949, revealed that during the 16-hour period (6:00 a.m.--10:00 p.m.) there were 17,396 vehicles entering the intersection, and, during the same period, 232 pedestrians crossed US99. The average hourly volume of vehicles entering the intersection during the maximum eight-hour period was 1,309, which is higher than the required signal warrant of 750 vehicles.

During the three-year, four-month period, January 1, 1946 to April 30, 1949, there were 37 reported accidents at this intersection in which one person was killed and nine were injured. There appear to be sufficient accidents, perhaps preventable through signal installation at this intersection, to warrant the installation. The accident record has been increasing during the past three years. Thirty-eight per cent of all accidents at this location occurred during the hours of darkness, indicating a need for illumination.

In view of such circumstances, it is recommended that channelizing islands be constructed and traffic signals and luminaire units be installed at an estimated cost of $6,500. This intersection is on US99, outside the corporate limits of any city, and if the project is approved the recommended treatment and cost thereof would have to be borne 100% by state funds taken from capital account reserves.

This matter will be on the next agenda.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. F. B. Crandall
Mr. M. H. Hawke

FORM 2-50 25M 1-49 29028

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 27, 1949

SUBJECT: Investigation of Traffic Hazards - Elmira Road - US99 - North of Eugene - Hwy. 1 - M.P. 120.98

Assignment WCW-1116, Assignment 5215, and Assignment WCW-1120

To: Mr. W. C. Williams

We are returning herewith your file on the above subject and enumerated Assignments. For the record, it is assumed that Assignment WCW-1116 will control as the other Assignments seem to be subjugated to this one in your file.

Attached hereto is a report of investigation and a plan, recommending channelization, signalization, and illumination, at the intersection of the Pacific Highway (US99) and the Elmira Road (Roosevelt Boulevard), just north of the Southern Pacific overpass, near the north limits of Eugene.

This intersection has been in need of treatment for quite some time past, but action has been postponed because of the need for channelization which, in its ultimate form, will require that a four-lane, divided, limited access highway be constructed not only through the limits of this intersection, but for some distance north.

The treatment as proposed will not be entirely successful because of the lack of left turn refuges, but there should be sufficient room to provide relief lanes around vehicles waiting to make the left turn. The illumination is dictated by virtue of the high percentage of night time accidents occurring at this location.

The estimated cost of channelization, signalization, and illumination, is $6,500 which is on a contract basis.

In the event that you concur, I am attaching suggested draft for submission to the Commission. Also attached is suggested draft of a letter to Clinton Hurd, County Judge of Lane County Court, as well as suggested draft of letter to Mr. Harry Ray, Secretary to the Board of Commissioners, Bethel Water District, in accord with Assignment WCW-1116. There is attached also a suggested reply to Mr. Tom Powers, Superintendent of Bethel Public Schools, which is in accord with Assignment 5215, and a fourth suggested reply is addressed to Mrs. W. B. Palmer, who submitted a petition for a cross walk.

FB Crandall
F. B. Crandall
Traffic Engineer

JAH/mah

cc - Val Johnson

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

INVESTIGATION OF TRAFFIC HAZARDS
Pacific Highway at Elmira Road
US99 - Hwy. No. 1 - M.P. 120.98
July - 1949

Recommendation:

Investigation discloses that unusual hazards exist at the intersection of US99 and the Elmira Road just north of Eugene. It is recommended that channelizing islands be constructed and traffic signals and luminaire units be installed as shown on the attached plans. The estimated cost of the corrective treatment is $6,500.

Historical Background:

During the past three years there have been numerous verbal complaints about this intersection. In 1947 that section of US99 immediately adjacent to the intersection was zoned for a 40 mile per hour speed. A fatal pedestrian accident which occurred at this intersection on April 7, 1949 brought forth a petition with 365 signatures, plus letters requesting signalization from the Lane County Court, the Bethel Water District, and the Bethel Public Schools.

Investigation:

There are business establishments in all four quadrants of the intersection. There are service stations in each of the westerly quadrants and grocery stores in the easterly quadrants. There are rather large residential districts on the Elmira Road on either side of the highway and a number of small business establishments immediately adjacent to the highway on the north. There is a school crossing approximately one block north. As mentioned above, the indicated speed in this section is 40 miles per hour. The highway pavement is of concrete, 22 feet in width. There are blacktop widening strips on either side of the highway to the north. Approximately one-fourth mile south is the overcrossing over the Southern Pacific Railroad.

A sixteen-hour vehicle and pedestrian count was taken at this intersection on Friday, June 17, 1949. During the sixteen hour period, a total of 17,398 vehicles entered the intersection. 16.3 percent of all vehicles entered from the side road. During the same period, a total of 232 pedestrians crossed US99. The average hourly volume of vehicles entering the intersection during the maximum eight hour period was 1,309. This volume is much higher than the 750 vehicles which are required by the standard signal warrants.

During the period from January 1, 1946 to April 30, 1949 there were 37 accidents at this intersection. One person was killed and nine injured. The fatal accident was the only accident in which a pedestrian was involved. Fourteen of the 37 accidents occurred during the hours of darkness. During the year of 1948 there were five accidents which might have been prevented by signals. From the collision diagram, it will be noted that the accident rate has been increasing during the past three years.

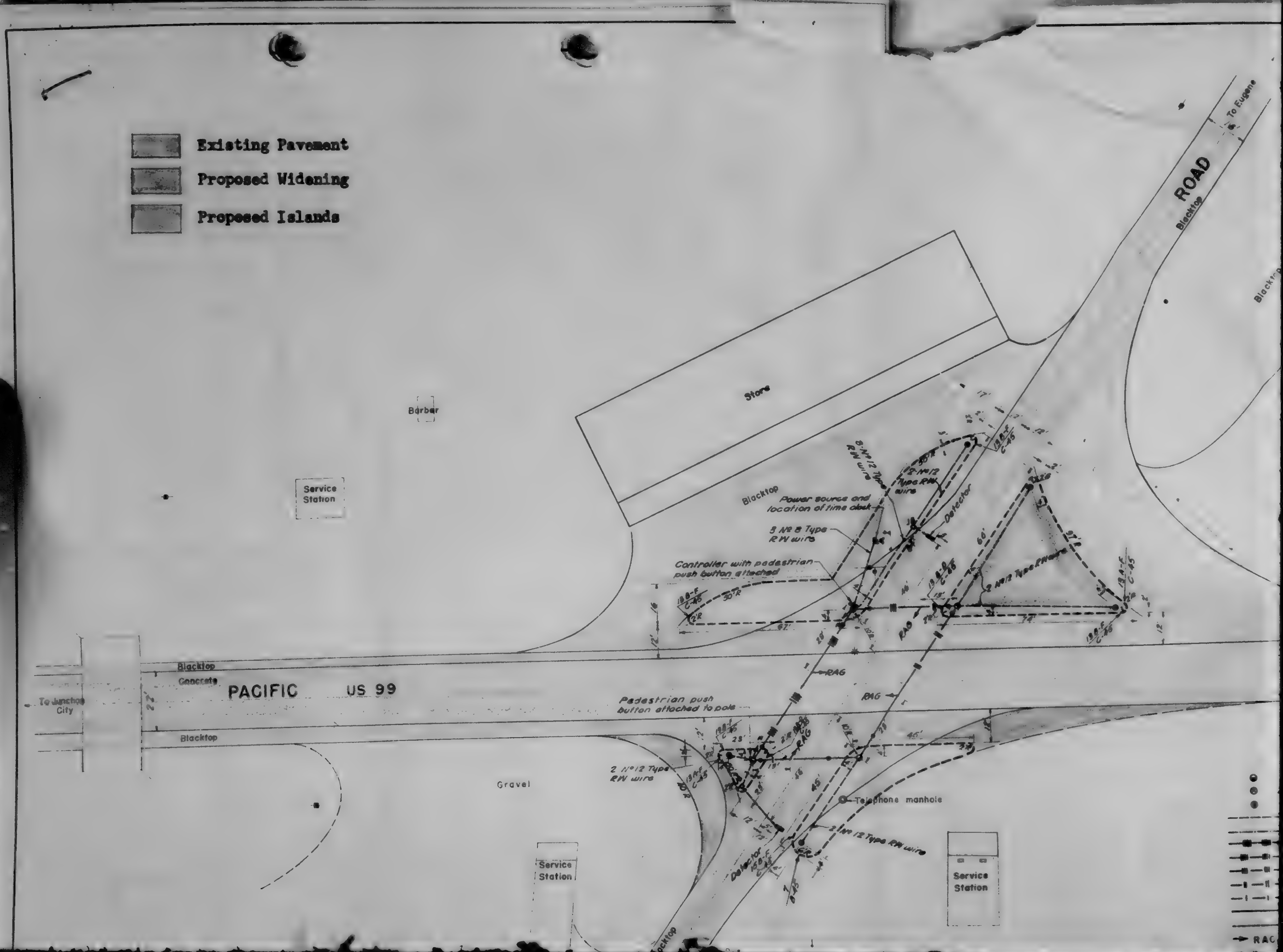
From the traffic volume and accident record it is apparent that signalization is indicated at this intersection. However, because of the wide expanse of open area at this intersection, signalization alone is not practical. To furnish refuge areas for pedestrians and to channelize traffic so that it can be successfully controlled by the signals, it is necessary that some channelizing islands be constructed. Further, in view of the fact that 38 percent of all accidents occurred during the hours of darkness, illumination of the intersection should be considered.

There is attached a plan which proposes construction of channelizing islands and installation of semi-actuated traffic signals and mercury-vapor luminaire units. If such treatment is put into effect it can be expected that hazards at the intersection will be materially decreased. However, it should be recognized that the treatment as proposed is not the ultimate solution to traffic problems at this intersection. When this section of US99 is widened to four lanes, either a grade separation or more extensive channelization involving left turn refuges should be provided. The temporary treatment, as proposed, is estimated to cost $6,500.00.

by signals. From the collision diagram, it will be noted that the accident rate has been increasing during the past three years.

From the traffic volume and accident record it is apparent that signalization is indicated at this intersection. However, because of the wide expanse of open area at this intersection, signalization alone is not practical. To furnish refuge areas for pedestrians and to channelize traffic so that it can be successfully controlled by the signals, it is necessary that some channelizing islands be constructed. Further, in view of the fact that 38 percent of all accidents occurred during the hours of darkness, illumination of the intersection should be considered.

There is attached a plan which proposes construction of channelizing islands and installation of semi-actuated traffic signals and mercury-vapor luminaire units. If such treatment is put into effect it can be expected that hazards at the intersection will be materially decreased. However, it should be recognized that the treatment as proposed is not the ultimate solution to traffic problems at this intersection. When this section of US99 is widened to four lanes, either a grade separation or more extensive channelization involving left turn refuges should be provided. The temporary treatment, as proposed, is estimated to cost $6,500.00.

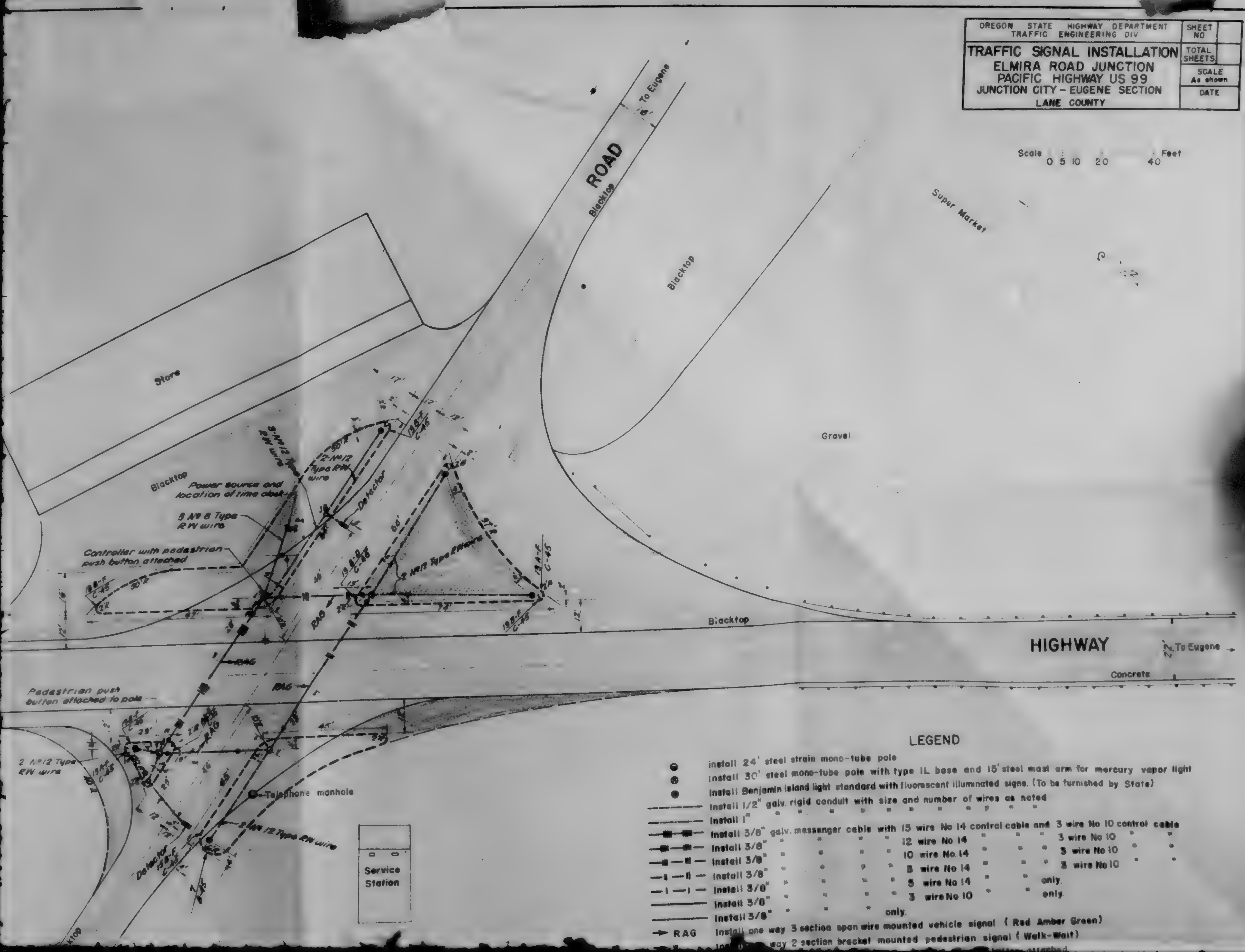

Existing Pavement
Proposed Widening
Proposed Islands
ROAD
Blacktop
To Eugene
Store
Barber
Service Station
Blacktop
Power source and location of time clock
3 No 8 Type RW wire
3-No 12 Type RW wire
2-No 12 Type RW wire
Detector
Controller with pedestrian push button attached
2 No 12 Type RW wire
PACIFIC US 99
To Junction City
Concrete
Blacktop
Pedestrian push button attached to pole
RAG
Gravel
2 No 12 Type RW wire
Telephone manhole
Service Station
Service Station
Detector
2 No 12 Type RW wire
Blacktop
RAG

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIV

TRAFFIC SIGNAL INSTALLATION

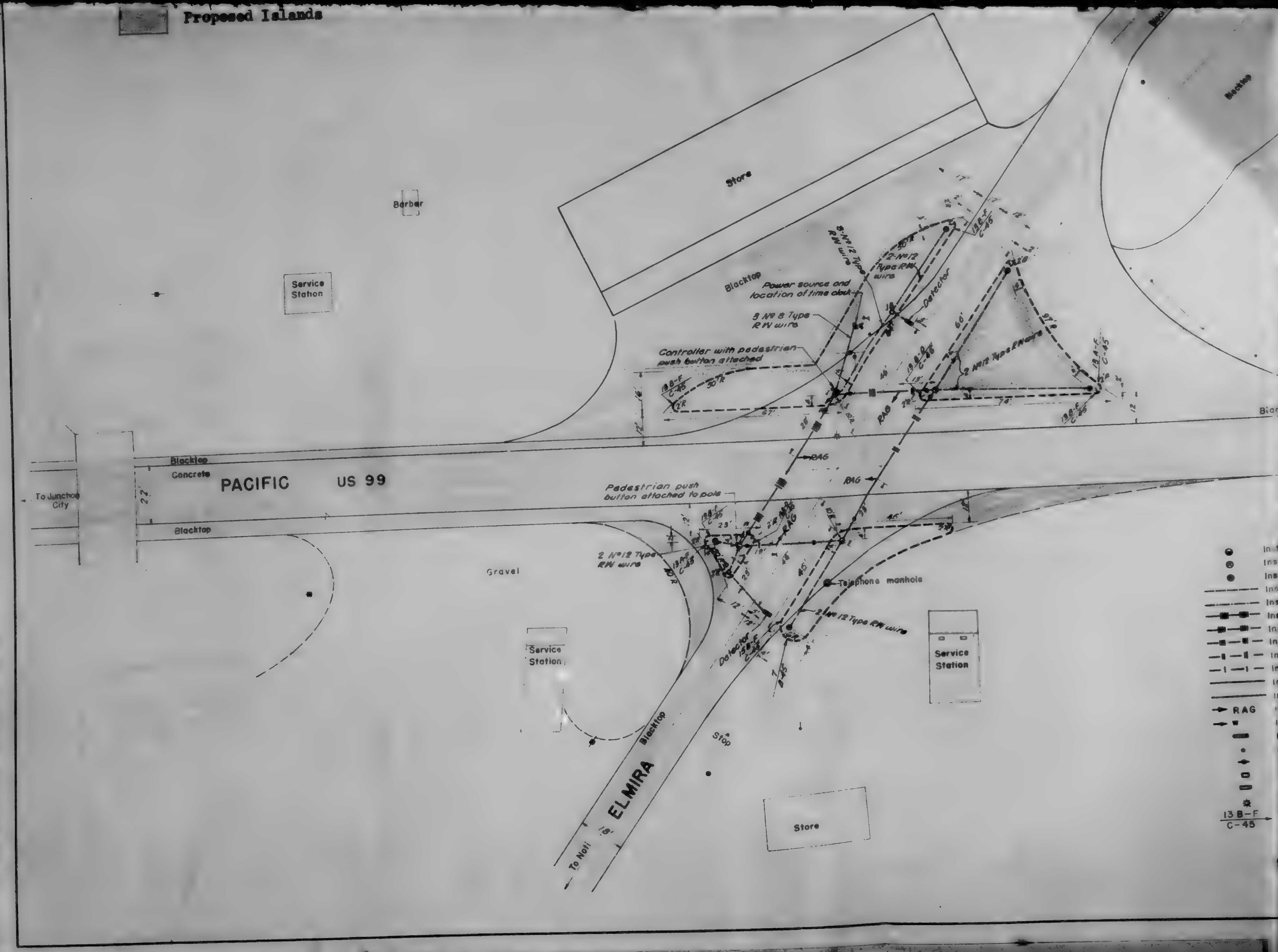
ELMIRA ROAD JUNCTION
PACIFIC HIGHWAY US 99
JUNCTION CITY - EUGENE SECTION
LANE COUNTY

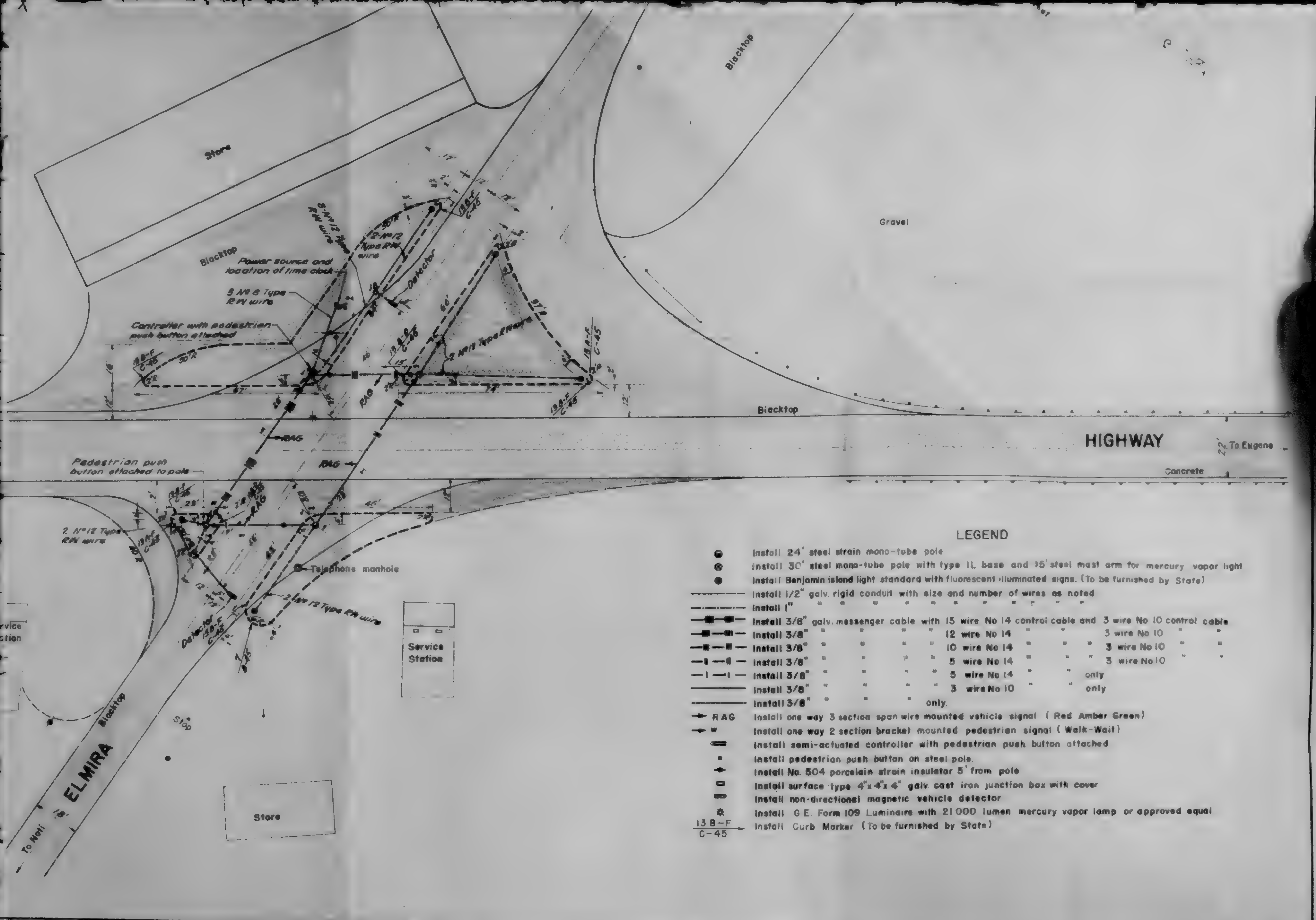
SHEET NO	
TOTAL SHEETS	
SCALE	As shown
DATE	


Scale 0 5 10 20 40 Feet
ROAD
Blacktop
To Eugene
Store
Blacktop
Super Market
Gravel
Blacktop
Power source and location of time clock
3 № 8 Type RW wire
3-№12 Type RW wire
2-№12 Type RW wire
Detector
Controller with pedestrian push button attached
30'R
19B-F C-45
19A-F C-45
19B-D C-45
2 №12 Type RW wire
97'R
60'
67'
74'
15'
12'
17'
2'R
RAG
HIGHWAY
To Eugene
22'
Blacktop
Concrete
Pedestrian push button attached to pole
2 №12 Type RW wire
Telephone manhole
2 №12 Type RW wire
Detector
Service Station
23'
45'
Blacktop

LEGEND

●	install 24' steel strain mono-tube pole
⊗	install 30' steel mono-tube pole with type IL base and 15' steel mast arm for mercury vapor light
●	Install Benjamin island light standard with fluorescent illuminated signs. (To be furnished by State)
– – – –	Install 1/2" galv. rigid conduit with size and number of wires as noted
–·–·–	Install 1" " " " " " " " " " "
–■–■–	Install 3/8" galv. messenger cable with 15 wire No 14 control cable and 3 wire No 10 control cable
–■–■–	Install 3/8" " " " " 12 wire No 14 " " " 3 wire No 10 " "
–▪–▪–	Install 3/8" " " " " 10 wire No. 14 " " " 3 wire No 10 " "
–▪–▪–	Install 3/8" " " " " 5 wire No 14 " " " 3 wire No 10 " "
–ǁ–ǁ–	Install 3/8" " " " " 5 wire No 14 " " only.
–|–|–	Install 3/8" " " " " 3 wire No 10 " " only.
———	Install 3/8" " " " only.
———	Install 3/8"
→ RAG	Install one way 3 section span wire mounted vehicle signal (Red Amber Green)
	Ins[illegible] way 2 section bracket mounted pedestrian signal (Walk-Wait)


Proposed Islands
Store
Barber
Service Station
Blacktop
Power source and location of time clock
3-No 12 Type RW wire
2-No 12 Type RW wire
3 No 8 Type RW wire
Detector
Controller with pedestrian push button attached
13B-F C-45
13A-F C-45
2 No 12 Type RW wire
RAG
To Junction City
22'
Blacktop
Concrete
PACIFIC
US 99
Pedestrian push button attached to pole
Blacktop
Gravel
2 No 12 Type RW wire
Telephone manhole
2 No 12 Type RW wire
Service Station
Service Station
Detector
Stop
ELMIRA
Blacktop
To Noti
18'
Store
13 B-F C-45


Store
Blacktop
Power source and location of time clock
3 Nº 8 Type RW wire
8-Nº 12 Type RW wire
2-Nº 12 Type RW wire
Detector
Controller with pedestrian push button attached
13 B-F C-45
13 A-F C-45
30' R
2' R
2 Nº 12 Type RW wire
RAG
Blacktop
Gravel
HIGHWAY
22' To Eugene
Concrete
Pedestrian push button attached to pole
2 Nº 12 Type RW wire
Telephone manhole
2 Nº 12 Type RW wire
Detector
Service Station
Store
Stop
ELMIRA
Blacktop
To Noti
16'

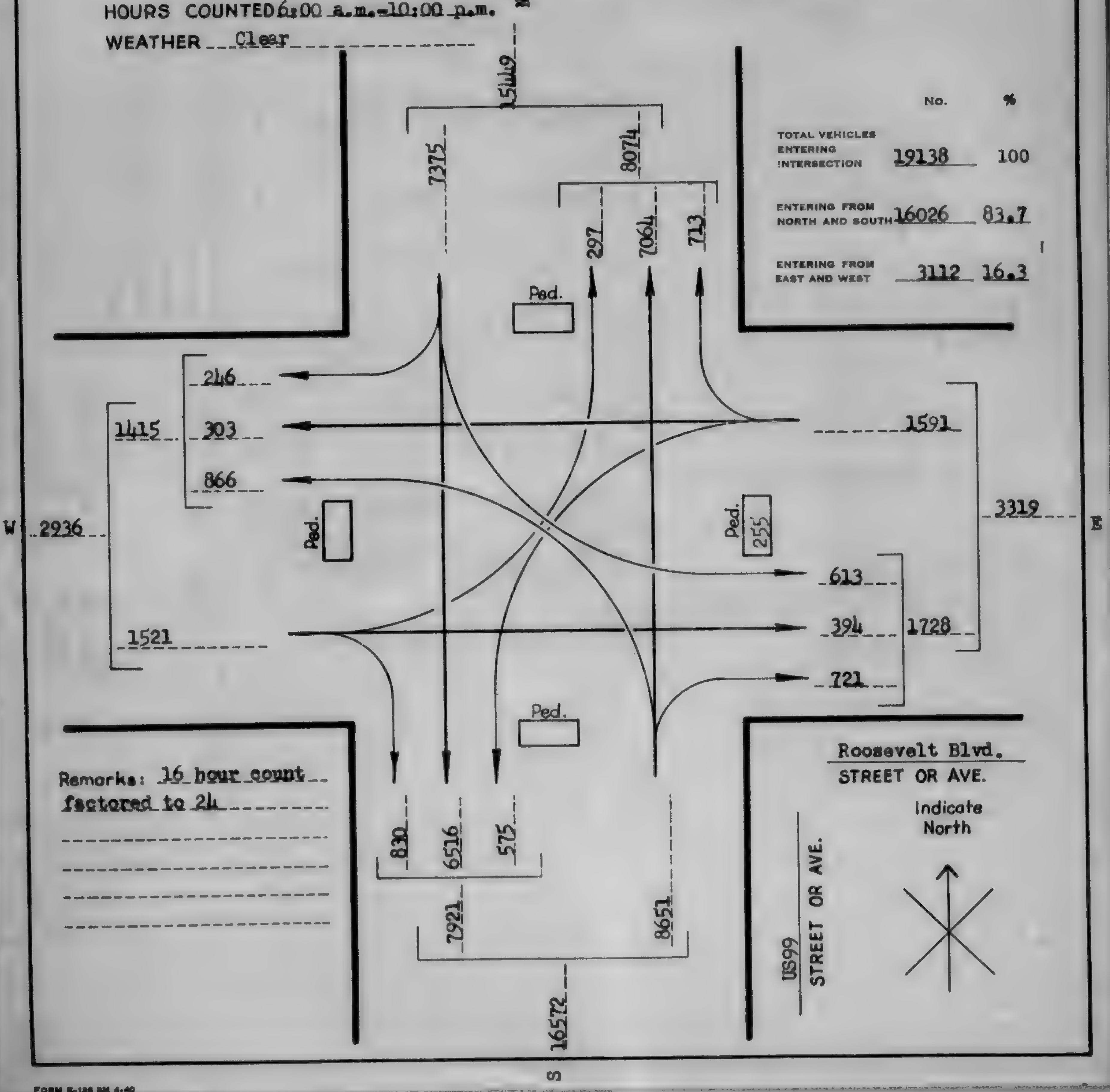
LEGEND

●	Install 24' steel strain mono-tube pole
⊗	Install 30' steel mono-tube pole with type IL base and 15' steel mast arm for mercury vapor light
●	Install Benjamin island light standard with fluorescent illuminated signs. (To be furnished by State)
– – – –	Install 1/2" galv. rigid conduit with size and number of wires as noted
–·–·–·–	Install 1" " " " " " " " " " "
—■—■—	Install 3/8" galv. messenger cable with 15 wire No 14 control cable and 3 wire No 10 control cable
—■—■—	Install 3/8" " " " " 12 wire No 14 " " 3 wire No 10 " "
—■—■—	Install 3/8" " " " " 10 wire No 14 " " " 3 wire No 10 " "
—▮—▮—	Install 3/8" " " " " 5 wire No 14 " " " 3 wire No 10 " "
—I—I—	Install 3/8" " " " " 5 wire No 14 " " only
——	Install 3/8" " " " " 3 wire No 10 " " only
——	Install 3/8" " " " only.
→ RAG	Install one way 3 section span wire mounted vehicle signal (Red Amber Green)
→ W	Install one way 2 section bracket mounted pedestrian signal (Walk-Wait)
▬	Install semi-actuated controller with pedestrian push button attached
•	Install pedestrian push button on steel pole.
◆	Install No. 504 porcelain strain insulator 5' from pole
▭	Install surface type 4"x 4"x 4" galv. cast iron junction box with cover
▬	Install non-directional magnetic vehicle detector
✲	Install G.E. Form 109 Luminaire with 21 000 lumen mercury vapor lamp or approved equal
13 B–F / C–45 →	Install Curb Marker (To be furnished by State)

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE June 17, 1949
DAY OF WEEK Friday
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6:00 a.m.-10:00 p.m.
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6:00 a.m.-10:00 p.m.
WEATHER Clear

CITY OF
INTERSECTION OF US99 & Roosevelt Blvd.
STATION NO 20 C
CODE NO
CLASSIFICATION All Vehicles


N
15449
7375
8074
297
7064
713
Ped.
246
1415
303
866
W
2936
Ped.
1521
1591
3319
E
Ped.
255
613
394
1728
721
Ped.
830
6516
575
7921
8651
16572
S

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	19138	100
ENTERING FROM NORTH AND SOUTH	16026	83.7
ENTERING FROM EAST AND WEST	3112	16.3

Remarks: 16 hour count factored to 24

Roosevelt Blvd.
STREET OR AVE.

US99
STREET OR AVE.

Indicate North

FORM E-126 5M 4-40

Form E-46—2M

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date June 17, 1949
Day of week Friday
Hours counted 6:00 a.m.-10:00 p.m.
Weather Clear

Classification All Vehicles

City of
Intersection US99 and Roosevelt Blvd.
Station number 20 C
Code number

	TIME	SUMMARY BY MOVEMENTS																	SUMMARY BY LEGS				PEDESTRIAN Cros	
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North	Ea
A. M.	6:00- 7:00	10	8	7	3	177	150	6	5	15	11	13	19	424	374	88.2	50	11.8	355	55	53	385		1
	7:00- 8:00	47	22	12	8	449	246	24	14	28	24	29	108	1011	886	87.6	125	12.4	784	159	195	884		1
	8:00- 9:00	35	24	11	11	342	293	12	15	30	33	37	48	891	762	85.5	129	14.5	716	149	134	783		1
	9:00-10:00	35	27	19	9	357	312	13	21	25	23	49	56	946	802	84.8	144	15.2	759	144	167	822		1
	10:00-11:00	26	28	11	8	348	346	12	22	15	19	51	44	930	794	85.4	136	14.6	767	122	148	823		2
	11:00-12:00	34	30	10	6	367	375	8	20	18	24	39	52	983	862	87.7	121	12.3	822	134	135	875		1
P. M.	12:00- 1:00	38	25	7	13	339	364	18	30	19	23	52	48	976	819	83.9	157	16.1	786	153	168	845		1
	1:00- 2:00	33	28	13	10	401	455	13	10	24	37	40	43	1107	982	88.7	125	11.3	940	145	129	1000		3
	2:00- 3:00	39	45	23	17	429	439	15	15	25	48	52	53	1200	1031	85.9	169	14.1	992	187	175	1046		
	3:00- 4:00	54	55	12	11	351	473	19	21	35	63	56	54	1204	1007	83.6	197	16.4	956	247	173	1032		1
	4:00- 5:00	53	83	21	52	438	582	33	52	49	77	105	66	1611	1237	76.8	374	23.2	1229	347	329	1317		1
	5:00- 6:00	41	94	34	61	443	760	47	73	90	88	102	59	1892	1425	75.3	467	24.7	1433	433	376	1542		[illegible]
	6:00- 7:00	24	64	13	20	435	501	19	26	40	60	40	37	1279	1070	83.7	209	16.3	1057	233	155	1113		[illegible]
	7:00- 8:00	25	48	16	14	452	392	15	15	48	48	44	38	1155	971	84.1	184	15.9	947	199	142	1022		2
	8:00- 9:00	40	44	7	18	368	362	17	15	46	45	30	34	1026	856	83.4	170	16.6	839	207	121	885		[illegible]
	9:00-10:00	23	23	8	9	228	372	4	4	16	32	16	28	763	691	90.6	72	9.4	663	102	69	692		[illegible]
	10:00-11:00																							
	11:00-12:00																							
	12:00- 1:00																							
	1:00- 2:00																							
	2:00- 3:00																							
	3:00- 4:00																							
	4:00- 5:00																							
	5:00- 6:00																							
[illegible]-Hour total		613	713	216	297	6516	7064	303	394	575	721	830	866	19138	16026	83.7	3112	16.3	15450	3318	2936	16573		255
16-Hour total		557	648	224	270	5924	6422	275	358	523	655	755	787	17398	14569	83.7	2829	16.3	14045	3016	2669	15066		232
—-Hour total																								
Control . . .																								
Factor . . .																								

Tabulated by
Computed by
Checked by
Checked by

St. is North and South
St. is East and West

STATE PRINTING DEPT.

37 1 19 2 8 7 1010

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

e June 17, 1949
of week Friday
rs counted 6:00 a.m.-10:00 p.m.
ther Clear

Classification All Vehicles

City of
Intersection US99 and Roosevelt Blvd.
Station number 20 C
Code number

SUMMARY BY MOVEMENTS																SUMMARY BY LEGS				PEDESTRIANS ~~USING CROSSWALKS~~ Crossing Highway			
East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North	East	West	South
8	7	3	177	150	6	5	15	11	13	19	424	374	88.2	50	11.8	355	55	53	385		16		
22	12	8	449	246	24	14	28	24	29	108	1011	886	87.6	125	12.4	784	159	195	884		18		
24	11	11	342	293	12	15	30	33	37	48	891	762	85.5	129	14.5	716	149	134	783		12		
27	19	9	357	312	13	21	25	23	49	56	946	802	84.8	144	15.2	759	144	167	822		18		
28	11	8	348	346	12	22	15	19	51	44	930	794	85.4	136	14.6	767	122	148	823		23		
30	10	6	367	375	8	20	18	24	39	52	983	862	87.7	121	12.3	822	134	135	875		13		
25	7	13	339	364	18	30	19	23	52	48	976	819	83.9	157	16.1	786	153	168	845		19		
28	13	10	401	455	13	10	24	37	40	43	1107	982	88.7	125	11.3	940	145	129	1000		35		
45	23	17	429	439	15	15	25	48	52	53	1200	1031	85.9	169	14.1	992	187	175	1046		7		
55	12	11	351	473	19	21	35	63	56	54	1204	1007	83.6	197	16.4	956	247	173	1032		10		
83	21	52	438	582	33	52	49	77	105	66	1611	1237	76.8	374	23.2	1229	347	329	1317		10		
94	34	61	443	760	47	73	90	88	102	59	1892	1425	75.3	467	24.7	1433	433	376	1542		9		
64	13	20	435	501	19	26	40	60	40	37	1279	1070	83.7	209	16.3	1057	233	155	1113		7		
48	16	14	452	392	15	15	48	48	44	38	1155	971	84.1	184	15.9	947	199	142	1022		22		
44	7	18	368	362	17	15	46	45	30	34	1026	856	83.4	170	16.6	839	207	121	885		7		
23	8	9	228	372	4	4	16	32	16	28	763	691	90.6	72	9.4	663	102	69	692		6		
713	246	297	6516	7064	303	394	575	721	830	866	19138	16026	83.7	3112	16.3	15450	3318	2936	16573		255		
648	224	270	5924	6422	275	358	523	655	755	787	17398	14569	83.7	2829	16.3	14045	3016	2669	15066		232		

St. is North and South
St. is East and West

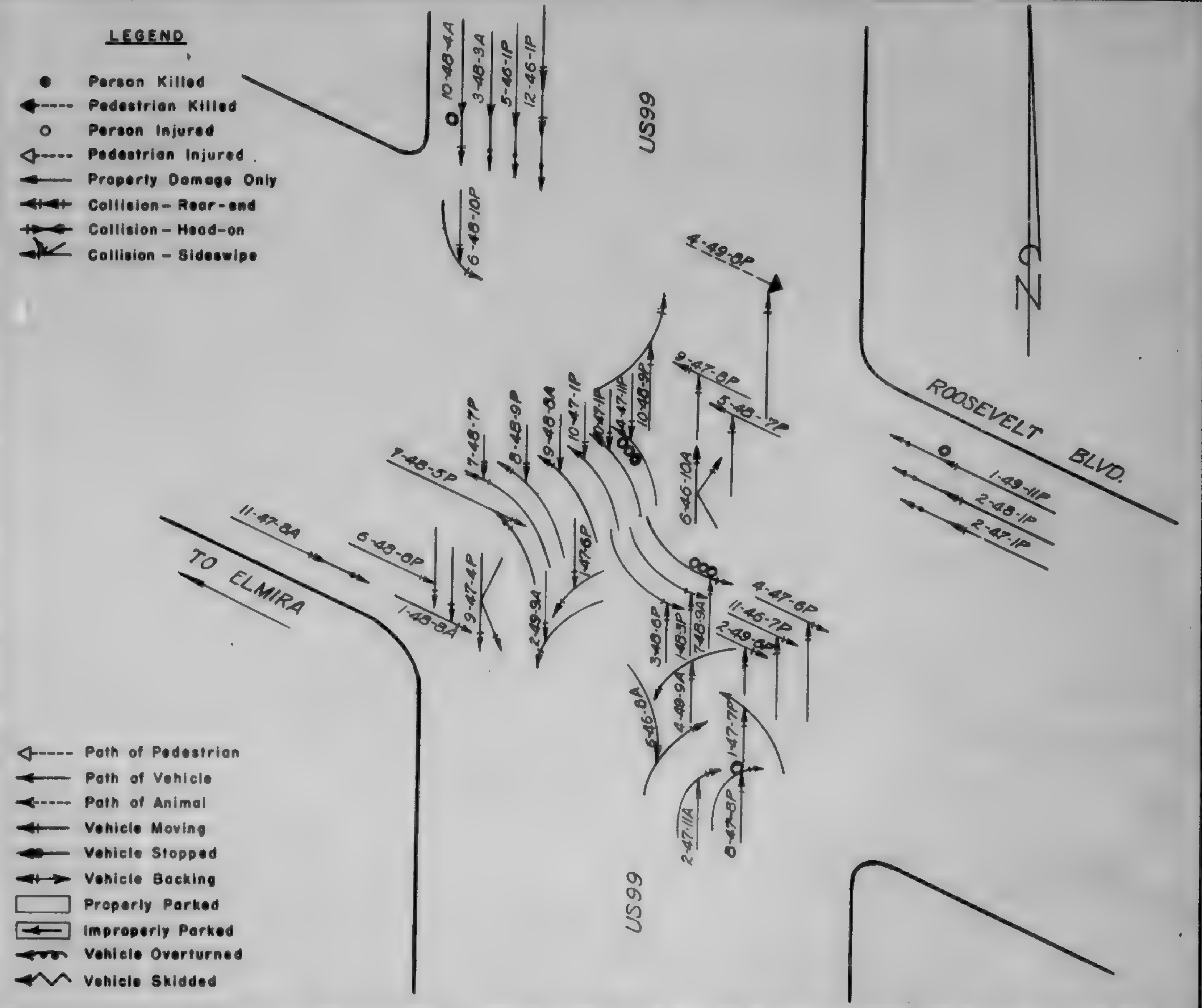
Tabulated by
Computed by
Checked by
Checked by

37 | 1 | 19 | 2 | 8 | 7

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis

COLLISION DIAGRAM

City of ______ County LANE
Intersection of PACIFIC HWY. and ROOSEVELT BLVD.
Highway Number US99 ______
Period Covered 1-1-46 4-30-49
Compiled by M.T. Drawn by D.G. Date JUNE 1949


LEGEND
● Person Killed
← - - - - Pedestrian Killed
○ Person Injured
◁- - - - Pedestrian Injured
← Property Damage Only
Collision - Rear-end
Collision - Head-on
Collision - Sideswipe
US99
10-48-4A
3-48-3A
5-46-1P
12-46-1P
6-48-10P
4-49-8P
9-47-8P
5-48-7P
7-48-7P
8-48-9P
9-48-8A
10-47-1P
10-47-1P
4-47-11P
10-48-9P
7-48-5P
6-46-10A
ROOSEVELT BLVD.
1-49-11P
2-48-1P
2-47-1P
11-47-8A
6-48-8P
1-48-8A
9-47-4P
2-49-9A
1-47-6P
TO ELMIRA
4-47-6P
11-46-7P
2-49-8P
3-48-6P
1-48-3P
7-48-9A
6-46-8A
4-48-9A
1-47-7P
2-47-11A
8-47-8P
N
US99
◁- - - - Path of Pedestrian
← Path of Vehicle
←- - - - Path of Animal
Vehicle Moving
Vehicle Stopped
Vehicle Backing
▭ Properly Parked
Improperly Parked
Vehicle Overturned
Vehicle Skidded

Collision Type	1946				1947				1948				4 mos. 1949				TOTAL			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle			1	1			2	2			3	3			1	1			7	7
Head-on																				
Rear-end			2	2			2	2		1	2	3		1		1		2	6	8
Sideswipe			1	1			1	1											2	2
Turning Movement			1	1		2	4	6		1	8	9			3	3		3	16	19
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian													1			1	1			1
Backing																				
Misc.																				
TOTAL			5	5		2	9	11		2	13	15	1	1	4	6	1	5	31	37

Form E-261—2M—11-45

August 12, 1949

Mr. Tom Powers, Superintendent
Bethel Public Schools
Eugene, Oregon

Dear Sir:

In response to your letter of April 13, requesting that consideration be given to additional traffic controls at the intersection of US99 with Roosevelt Boulevard and Elmira Road, north of Eugene, this is to inform you that the matter is being referred to the State Highway Commission for consideration at its next meeting.

At such time as the State Highway Commission has had an opportunity to review and act upon this matter, you will be advised.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. F. B. Crandall

August 12, 1949

Mrs. W. B. Palmer
130 Iowa Street
Eugene, Oregon

Dear Mrs. Palmer:

As a result of a petition forwarded by you to the Oregon State Highway Commission, requesting that consideration be given to traffic controls at the intersection of US99 with Roosevelt Boulevard and Elmira Road, north of Eugene, this is to inform you that the matter is being referred to the State Highway Commission for consideration at its next meeting.

At such time as the State Highway Commission has had an opportunity to review and act upon this matter, you will be advised.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. F. B. Crandall

August 12, 1949

Honorable Clinton Hurd
County Judge of Lane County
Eugene, Oregon

Dear Sir:

In response to your letter of April 8, requesting that consideration be given to additional traffic controls at the intersection of US99 with Roosevelt Boulevard and Elmira Road, north of Eugene, this is to inform you that the matter is being referred to the State Highway Commission for consideration at its next meeting.

At such time as the State Highway Commission has had an opportunity to review and act upon this matter, you will be advised.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. F. B. Crandall

August 12, 1949

Mr. Harry Ray
Secretary to the Board of Commissioners
Bethel Water District
2485 Roosevelt Boulevard
Eugene, Oregon

Dear Sir:

In response to your letter of April 8, requesting that consideration be given to additional traffic controls at the intersection of US 99 with Roosevelt Boulevard and Elmira Road, north of Eugene, this is to inform you that the matter is being referred to the State Highway Commission for consideration at its next meeting.

At such time as the State Highway Commission has had an opportunity to review and act upon this matter, you will be advised.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. F. B. Crandall

ASSIGNMENT No. 1120

TION:Letter 4-14-1949, H. B. Glaisyer to Mrs. W. B. Palmer, Iowa St., Eugene, Ore., re petitions urging establishment of a pedestrian crosswalk near jct. Roosevelt Blvd.& US99.

DATE: April 15, 1949

ASSIGNED TO: F. B. Crandall ✓

☒ Investigation and report to this office
☐ Reply direct with copy to this office
☐ Return with drafted reply
☐ Comment or recommendation and return to this office
☐ Investigation and such action as is necessary
☐ Please prepare reply for my signature
☐ Assignment executed Date________________

☐ ____________________________________

REPORT RECEIVED: 7-29-49 me

REMARKS: If crossing recommended, I suggest overhead sign.

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

RECEIVED
APR 14 1949
FOR FILING

20-1604

3262

April 14, 1949

Mrs. W. B. Palmer
130 Iowa Street
Eugene, Oregon

Dear Mrs. Palmer:

This will acknowledge receipt of Petitions that you forwarded to the State Highway Commission urging the establishment of a pedestrian crosswalk near the junction of Roosevelt Boulevard and U.S. Highway 99, immediately North of the overhead crossing at the Eugene north City Limits.

I am referring the Petitions to the State Highway Engineer for his attention. I am sure he will give it every consideration.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ts

cc- R. H. Baldock
W. C. Williams

Original petition attached to Baldock's copy of this letter

ASSIGNMENT

No. 5215

: Letter from Tom Powers, Supt. Bethel Public Schools
April 13 requesting traffic light at junction of Hwy 99
Roosevelt Boulevard.

DATE: April 15, 1949 ASSIGNED TO: F. B. Crandall

☒ Investigation and report to this office
☐ Reply direct with copy to this office
☐ Return with drafted reply
☐ Comment or recommendation and return to this office
☐ Investigation and such action as is necessary
☐ Please prepare reply for my signature
☐ Assignment executed Date________________

☐ ________________________________

REPORT RECEIVED: 7-29-49 me

REMARKS:

COMMISSIONERS
H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

April 14, 1949

Mrs. W. B. Palmer
130 Iowa Street
Eugene, Oregon

Dear Mrs. Palmer:

This will acknowledge receipt of Petitions that you forwarded to the State Highway Commission urging the establishment of a pedestrian crosswalk near the junction of Roosevelt Boulevard and U.S. Highway 99, immediately North of the overhead crossing at the Eugene north City Limits.

I am referring the Petitions to the State Highway Engineer for his attention. I am sure he will give it every consideration.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ts

cc- R. H. Baldock
W. C. Williams

REFERRED TO
BY

for report.

, Supt.
thel Drive

YTHE WOLFE, Clerk
1000 Bethel Drive

LELAH T. PARKS, Prin.
Bethel Elementary School
1000 Bethel Drive

FORREST HADSALL, Prin.
Danebo Elementary School
4511 Elmira Road

CLINDON HOARD, Prin.
Irving Elementary School
4325 Prairie Road

Bethel Public Schools
District 52
EUGENE, OREGON

April 13, 1949

OTED
Highway Engineer

State Highway Commission
Salem, Oregon

Attention: Traffic Safety Division

Gentlemen:

Last week one of the residents of our locality was killed in an automobile accident at the junction of Highway 99 and Roosevelt Boulevard. This junction is just North of Eugene.

Located at this junction is the main trading center for our area. The traffic here is at all times heavy in all directions and consequently extremely dangerous. It is true that we have a speed zone at this junction, but at the same time the traffic on the main highway flows at a pace above the set speed.

Another problem of safety at this particular place, concerns our school children. We have school busses crossing the highway at this point six times a day. Four of these crossings are at the time when the traffic is at a peak load.

The accident that I mentioned above is the first fatal one for quite a while but it is only one of the many accidents that have occured at this point. We feel that for a matter of safety to all involved, that a traffic light at this place to be very desirable.

Your favorable consideration of this request would be appreciated by the residents and patrons of our school district.

EIVED
14 1949
ON
WAY COMMISSIO

Sincerely yours,

Tom Powers

Tom Powers,
Superintendent

TP:e

ASSIGNMENT - No. -1116
wcw

ON: Letter of 4-8-49 from Harry Ray, Bethel Water Dist.,
ne; and letter of 4-8-49 from Co. Judge of Lane Co., re pedes-
rian killed on approach to overhead crossing on #99 No. of Eugene

DATE: 4-14-49 ASSIGNED TO: CRANDALL

☐ Investigation and report to this office
☐ Reply direct with copy to this office
☒ Return with drafted reply
☐ Comment or recommendation and return to this office
☐ Investigation and such action as is necessary
☐ Please prepare reply for my signature
☐ Assignment executed Date________________

☒ Two letters attached.

REPORT RECEIVED: 7-29-49 mr

REMARKS:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

L. G. RAISH
[redacted]
COMMISSIONER

LANE COUNTY COURT
CLINTON HURD, JUDGE
EUGENE, OREGON

April 8, 1949

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

State Highway Engineer

R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

A pedestrian was killed on the approach to the overhead crossing on Highway 99 just north of Eugene last evening.

The County Court has had a number of calls today asking that warning signs of some kind be placed on both approaches, or some steps taken to reduce the speed of automobiles and trucks.

We are forwarding this request to you with our endorsement.

Yours truly,

Clinton Hurd
Clinton Hurd
County Judge

NOTED
W. C. WILLIAMS

bw

REFERRED TO
Mr. Williams
By Chief Engineer

NOTED
F. B. CRANDALL

RECEIVED
APR 11
OREGON
STATE HIGHWAY COMMISSION

Will you please
have Mr. Crandall
prepare a reply.

PHONE 6[illegible]96W
169 CHERRY LANE

BETHEL WATER DISTRICT
2[illegible]5 ROOSEVELT BL[illegible]
EUGENE, OREGO[illegible]

April 8, 1949

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Oregon State Highway Commission
Salem, Oregon.

Gentlemen:

Last evening at 7 P.M. a part time employee of the Bethel Water District was killed at the intersection of Roosevelt Blvd, in the Bethel District, Eugene,Oregon, and Highway 99.

This is a very bad crossing at all times and especially bad in the evenings from 4 P.M. until 8 or 9 P.M., and is probably one of the oldest roads in Lane County.

There are many accidents and near accidents at this crossing. This intersection is used by both the mill industrial workers and the Employees of the Southern Pacific Shops, ect.

I have been contacted from many sources to find out what can be done in regards to having a stop and go light installed at this intersection and would appreciate it very much for an early reply to this letter.

NOTED
W. C. WILLIAMS

Very truly yours,
Harry Ray
Harry Ray
Secretary to the Board of Commissioners
Bethel Water District.

RECEIVED

C.C. State Police Headquarters.

REFERRED TO
Mr. Williams
By Chief Engineer
Please prepare
a reply

PETITION

We, The undersigned, residing in Lane County, Oregon, of the addresses hereinafter shown, respectfully petitions the State Highway Commission to establish, at once, a pedestrian cross-walk suitably marked and designated near the junction of what is known as 4-corners, or Roosevelt Blv'd. and Highway 99, immediately north of the overhead crossing north of the Eugene City limits. It is necessary for use in the transaction of our daily living requirements to walk across the highway at this point which is a marketing area and heavily populated. Numerous accidents have occurred both to cars and pedestrians in this vicinity and it is believed that it is necessary for public safety to have such a cross-walk immediately established in the public interest.

DATE	NAME	ADDRESS
4-8-47	J Henry Couch	2896 Chespin St
4-8-49	J C Catron	Dicksons ~~meat~~ market.
4-8-49	V H Baarstad	Dicksons 8-Ball
4-8-49	G P Bowers	Dicksons 8-Ball
4-8-49	Melvin Dungan	Dicksons 8-Ball
4-8-49	[illegible]	Dicksons 8-Ball
4-8-49	Josephine Thomas	595-US 99 North
4-8-49	Mrs Mrs O.D. Palmer	130 - Iowa St.
4-8-49		
4-3-49	W. E. Haught	168 Aberdeen Lane
4-8-49	R. J. Shannon	2916 Roosevelt Blvd
4-8-49	Jay Dickson	2699 Roosevelt
4-8-49	[illegible] McGuire	[illegible] Cleveland St
4-8-49	Mrs Mattie Thompson	2864 Roosevelt St
4-8 49	V [illegible]	[illegible] Iowa St
4-8-49	Mrs P O [illegible]	1153 Ogle St.
4-8-49	[illegible]	3775 [illegible] Rd
4-8-49	H. [illegible]	2689 Edison St

/8/49	R. [illegible]	Box 402 Route 1 Eugene
4/8/49	E F Burge	Box 191 Seneca Rd.
4/8/49	James E. [illegible]	455 W 15th St Eugene
4/8/49	Clayton [illegible]	Rte 1 J. City
4/8/49	Leslie [illegible]	340 Jackson St
	[illegible]	222 Maple St
8/8/40	Clarence D. Rassito	109 [illegible]
4/8/41	Roy Huddleston	Rout 1 / Box 303
4/8/49	[illegible] Huddleston	Rt. 1 Box 303
[illegible]	[illegible]	[illegible]
4/8/49	Harold L. Jensen	2328 Roosevelt Blvd.
4/8/49	W. S. Bates	298 Bethel Drive
4/8/49	Jerry Mahoney	140 Maxwell Rd.
4-8-49	~~S G Jacobs~~	1700 Highway 99 N.
4-8-49	William Skeel	541½ Lawence
4-8-49	Mrs William Skeel	541½ Lawrence
4.8.49	Mrs N Sherman	615 Bucknell Lane
4-8-49	Mrs Cecil Bayne	2752 Bell Lane
4-8-49	Bud Herring	250 Gilham Rd
4-8-49	L. G. Baker	2699 Roosevelt Blvd
4-8-49	Mrs. C. A. Bushong	4150 Marshall Ave
4-8-49	Mr. C. A. Bushong	Rt. 4 Box 286 R
4-8-49	Billy A. Southwick	Roosevelt Blvd
4-8-49	James Strada	
4-8-49	Mrs Frank Emig	3630 Marshall Ave.
4-8-49	L. B. Bell	
4-8-49	Mrs P C Dykes	4130 Elmira Rd.
4-8-49	Mrs Delbert Hackelman	Rt 5 Box 125 A

4/8/49	E F Burge	Box 191 Seneca Rd.
4/8/49	James E. [illegible]	455 W 15 [illegible]
4/8/49	Clayton Jirkovsky	Rt 1 J. City
4/8/49	Leslie C [illegible]	340 Jackson St
&/8/49	[illegible]	222 Maple St
4/8,49	Clarence D. Rassito	104 Chil[illegible]
	Roy Huddleston	Rout 1 / Box 303
4/8-49	Mrs. Ilona Huddleston	Rt. 1 Box 303.
4-8-49	[illegible]	[illegible]
4/8 4 9	Harold L. Jensen	2328 Roosevelt Blvd.
4/8/49	W.S. Bates	798 Bethel Drive
4/8/49	Jerry Mahoney	1400 Maxwell Rd.
4-8-49	S G Jacobs	1700 Highway 99 N.
4-8-49	William Skeel	541½ Lawrence
4-8-49	Mrs. William Skeel	541½ Laurence
4.8,49	Mrs N Sherman	615 Bushnell Lane
4-8 49	Mrs Cecil Bayne	2752 Bell Lane
4-8-49	Fred Herring	250 Gilham Rd
4-8-49	L. G. Baker	2699 Roosevelt Blvd
4-8-49	Mrs. C. A. Buckingham	4150 Marshall Ave
4-8-49	Mr. C. A. Beach Jr.	Rt. 4. Box 286 R
4-8-49	Billy U. Southworth	Roosevelt Blvd
4-8-49	James Strode	
4-8-49	Mrs Frank Emig	3630 Marshall Ave.
4-8 49	L. B. Bell	
4-8-49	Mrs P C Dykes	4130 Elmira Rd.
4-8-49	Mrs Delbert [illegible]	Rt 5 Box 125A
4-8-49	M. R. Landers	3290 River Rd.
4-8-49	John B Delancey	1379 Washington

4-8.49 Roy M Chambers Alvadore Ore

4-8-49 Dorothy Payton

4-8-49 George M Lynch - RT 1 - Bx 277. Eugene.

4-8-49. Evelyn C. Lynch RT. 1 Bx 277 Eugene

4-8-49 C. E. Lynch RT. 1 Bx 277 Eugene

4-8-49 Wayne Vayles 3921 fir Lane Eugene

4-8-49 [illegible] 3921 fir Lane Eugene

4-8-49 Mrs. Fern Bailey Rt. 2 [illegible] city Ore.

4-8-49 Mrs. Frank Costello 1109 [illegible] St. Eugene.

4-8-49 W. Tuckett 2955 [illegible] Eugene

4/8-49 Fred [illegible] Eugene Ore Route 5 Box 480

4/8-49 [illegible]

4/8-49 [illegible] 160 Bushnell Lane

4/8-49 Walter [illegible] 111 N [illegible]field. Eugene Ore.

4/8-49 T. L. McIntire Box 1110 Rt 1 [illegible]

4/8 49 Mrs E L [illegible] 340 N [illegible] St Eugene

4/8/49 Mrs Fred Purcell. Junction City Ore Rt.

4/8/49 Mrs. Bud Shutt Eugene Ore Rt. 1.

Mrs E. L. Purcell Eugene Rt 1 Box 268

Harvey White 1935 crane lane Eugene

Nick Rettinger 453 wilke

Herman [illegible] 3881 [illegible] drive

[illegible] Boylest 1700 [illegible] 99 N

Kirk Smith Route 1 Eugene

Mr Mrs J. Palazzola 109 Cherry Lane

[illegible] Hall Rt [illegible] Box 119 [illegible]

4-8-49 Mr. J. M. [illegible] Alvadore Ore

4-8-49 Dorothy Payton

4-8-49 George W. Lynch - RT 1 - Bx 277. Eugene.

4-8-49. Evelyn C. Lynch RT. 1 Bx 277 Eugene

4-8-49 C. E. Lynch RT. 1 Bx 277 Eugene

4-8-49 Wayne Vaylor 3921 [illegible] Lane Eugene

4-8-49 [illegible] 3921 [illegible] Lane Eugene

4-8-49 Mrs. Fern Bailey Rt. 2 [illegible] city Ore

4-8-49 Mrs. [illegible] Costello 1129 Ogle St. Eugene.

4-7-49 W. Tuckett 2955 [illegible] Eugene

4/8-49 Fred [illegible] Eugene Ore Route 5 Box 480

4/8 [illegible] Eugene

4/8-49

4/8-49 [illegible] 160 Bushnell Lane

4/8-49 Walter [illegible] 111 N [illegible] Eugene Ore

4/8-49 T. L. McIntire Bx 1110 RX 1 Crestt

4/8-49 Mrs E. L. Orison 34[illegible] Iowa St. Eugene

4/8 49 Mrs Fred Powell. Junction City Ore Rt.

4/8/49 Mrs. Bud Shutt Eugene Ore Rt. 1.

4/8/49 Mrs E. L. [illegible] Eugene Rt 1 Box 268

Harvey White 1935 Crane lane Eugene

Nick Rettinger 453 Wilke

Herman [illegible] 3881 [illegible] drive

Guy Boyles 1700 hwy 99 N

Kirk Smith Route 1 Eugene

Mr Mrs J. Palazzolo 109 Cherry Lane

J. W. Hall Rt 1 Box 167 Eugene

Mrs C. J. Kirsch Rt-1 Barger Av. Eugene

C J Kirsch Barger Drive

	2856 Cheshire Eugene
[illegible] Betty,	124 N. Terwilliger Ave, Eugene
	635 GILBERT
Mr. Thomas Robinson	109 N Cherry Lane
Thomas Robinson	720 - Burnell Lane.
Mr. J. C. Ingram	Kennedy Court - Cherry Lane
Mrs. James Hunter	" " "
James F. Hunter	Crowder Court 9/20
Ollie Webb	2494 Roosevelt Blvd.
Geo J. Gebling	
Mina M. Gebling	" " "
Conrad Mueller	195 Seneca Road Eug
Mrs. Wm. Widger	430 Wilkes St
	1238 Hoyt st.
M. C. Widger	208 Figueroa St.
Mildred Weichlein	208 Figueroa St.
J. G. Weichlein	Graham Court
Mr. Mrs. Carl H. Adams	
	Maple Grove Terrace
G. R. Weber	
F. M. Elder	Cecil G. Cattrand
G. R. Tenney	252 Roosevelt
G. R. Floyd	
Al Coffle	
Richard Laird	Rt. 1, Box 367 Eugene
Mrs. H. Tomminla	Eugene Ave. % Hal Palmer.
Mrs. Wilma Gene Nichols	2265 Pershing St.
[illegible]	

Mr Thomas Robinson	109 N Cherry Lane
Thomas Robinson	720 - Bushnell Lane.
Mrs. J. C. Ingram	Kennedy Court - Cherry Lane
Mrs. James Hunter	" " "
James F. Hunter	"Crowder" Court
Ollie Webb	2494 Roosevelt Blvd.
Geo J. Gebley	" " "
Mina M. Gebley	
Conrad Mueller	195 Seneca Road Org
Mrs Wm. [illegible]	420 Wilkie St
M. C. Widger	1238 Hoyt St.
Mildred Weichlein	208 Figueroa St.
J. C. Weichlein	208 Figueroa St.
Mr Mrs Carl H. Adams	Graham Court
G. R. [illegible]	Maple Grove Terrace
F M Elder	Cecil G. Catlund
C R Denney	2752 Roosevelt
W. R. Floyd	
al Copple	
Richard Laird	Rt. 1, Box 367 Eugene
Mrs H. Tomminda	Eugene Ore. % Hal Palmer.
Mrs. Wilma Gene Nichols	2265 Pershing St.
Mrs Guy Muhr	143 Cherry Lane
James W. Adams	Rt. 1 Box 329 - City
Robert Powell	Rt 1 Box 431 City

Fred Molenda 17[redacted] West 2nd. Eug

Mrs Fred Molenda 1759 W 2nd Eugene

Mr. Frank A Smith Route 1 Box 426 Eugene

Fred Pearce Rasmett

Arthur Eastham 3770 Marshall Ave.

Esther Nielsen 179 Seneca Rd. Eugene

Martin Nielsen 179 Seneca Rd Eugene

Hiram Gordon 3855 Dove Lane Eugene

Geneva Marrel R1 Box 697 Eugene

H W Hollingshead R. 1 Box 364 Eugene

Mrs. Geo. Mortimer 276 N. Baxter Road

Mrs R. L. McClelland 4030 McDougal Lane.

Wayne E Lamb 529 Bargar Drive

K. A. Montgomery Eugene.

Peter [illegible] 115 Iowa St Eugene Ca

Mrs Wm. F Knapp
109 north
Cherry Lane.

Route 1 Eugene

Clifford Nelson 142. Iowa st Eugene

4/9/49 Lyle Thayer 142 Iowa St Eugene

4/9/49 Mrs Fannie Thayer

PETITION

We, the undersigned, residing in Lane County, Oregon, of the addresses hereinafter shown, respectfully petitions the State Highway Commission to establish, at once, a pedestrian cross-walk suitably marked and designated near the junction of what is known as 4-corners, or Roosevelt Blv'd. and Highway 99, immediately north of the overhead crossing north of the Eugene City limits. It is necessary for use in the transaction of our daily living requirements to walk across the highway at this point which is a marketing area and heavily populated. Numerous accidents have occurred both to cars and pedestrians in this vicinity and it is believed that it is necessary for public safety to have such a cross-walk immediately established in the public interest.

DATE	NAME	ADDRESS
4/8/49	Earl A Edman	205 Jaune St
4/8/49	Evelyn Couch	2896 Cheshire St.
4/8/49	W. A. Terry 196-N. Ash	Eugene
	Margaret Terry 196-N Ash	" "
April 8 1949	S. A. Walkinshaw.	Four Corner Barber Shop
	Harold F Bradway	2699 Roosevelt Blvd
	Vincent G. Kunkel	2499 Wood St.
	Lewis J Bunnicin	Eugene Motel 99 North
April 8-1949	Voris Lovelace	125 Iowa St.
	Robert E Moore	184 Iowa St
	Patrick J. Moore	184 Iowa St
	Francis M Moore	184 Iowa St
	T. J. Moore	180 Iowa St.
april 8th 1949	anna Skoda	2851 Roosevelt Blvd.
	Mary C. Mahon	2767 Roosevelt Blvd.
	Mrs. Lylle Dunlap	2783 Roosevelt Blvd.
	Mrs. H. C. Madsen	2745 Roosevelt B

April 8, 1949	Miriam Chaffee	198 N. 99
april 8, 1949	William J. McLeod	2730 Roosevelt Blvd.
april 8, 1949	Petra L. Andersen	2750 Roosevelt Blvd
April 8. 1949	Viola M. Andersen	2750 Roosevelt Blv
april 8 1949	Mrs Lloyd Diess	2786 Roosevelt Blvd
april 8 1949	Lloyd Diess	2786 Roosevelt Blvd
	Carl S. Hansen	2800 Roosevelt Blvd
	Robert L. Hansen	2800 Roosevelt Blvd
April 8 1949	Mrs F J Moore	171 Iowa St.
april 8 1949	Mrs. Verd O. Jones	129 Iowa St.
april, 8. 1949.	Josephine Heisler.	105. Iowa St.
april 8 - 1949	Delbert E. Brown	2850 Cheshire st
April 8 - 1949	Boyd E. Gratreak	2850 Chishire st
april " "	Mrs John Farrier	2860 Cheshire St
April 8 - 1949	Mrs. E. L. McFarland	2870 Cheshire St.
" " "	Earle L. McFarland	" " "
" " "	John M. Farrier -	2860 Cheshire
April 8 - 49	Mrs. G. C. Halladay	2860½ Cheshire
" " "	Joe Merle Farrier	2860 Cheshire
april " "	Virginia Neff	106 Iowa
April 8 - '49	Mrs. Leslie H. Thoreby	2875 Cheshire
april 8 - '49	Mr. Leslie H. Thoreby	2875 Cheshire
april 8 - 49 -	Mrs W. L. Dobbins	2896½ Cheshire.
april 8 - 49 -	Mr. W. L. Dobbins	2896½ Cheshire
April 8-49	Mrs. L. W. Frizzell	120 N. Seneca Rd.
Apr 8 - 49 -	Mrs C. M. Wissert.	120 N. Seneca Rd.
Apr - 8 - 49 -	Charles M. Wissert.	120 N. - Seneca Rd.
apr. 8 - 49.	Mrs Lester Rose	163 - N. Seneca Rd.
apr. 8 - 49	Mr Lester Rose	163 N Seneca Rd
apr 8. 49	O. D. Palmer	130 Iowa St -
apr 8/49	Elmer O Heisler	105 Iowa St
apr 8/49	Florence Heisler	105 Iowa St

April 8, 1949	William J. McLeod	2730 Roosevelt Blvd.
April 8, 1949	Petra L. Andersen	2750 Roosevelt Blvd
April 8. 1949	Viola M. Andersen	2750 Roosevelt Blvd
April 8 1949	Mrs Lloyd Diess	2786 Roosevelt Blvd
April 8 1949	Lloyd Diess	2786 Roosevelt Blvd
	Carl S. Hansen	2800 Roosevelt Blvd
	Robert L. Hansen	2800 Roosevelt Blvd
April 8 1949	Mrs T J Moore	171 Iowa St.
April 8 1949	Mrs. Verd O. Jones	129 Iowa St.
April, 8. 1949.	Josephine Heisler	106 Iowa St.
April 8-1949	Delbert E. Brown	2850 Cheshire St
April 8-1949	Boyd E. Gratreak	2850 Chishire st
April " "	Mrs John Farrier	2860 Cheshire St
April 8-1949	Mrs. E. L. McFarland	2870 Cheshire St.
" " "	Earle L. McFarland	" " "
" " "	John M. Farrier	2860 Cheshire
April 8-'49	Mrs. G. C. Halladay	2860½ Cheshire
" " "	Joe Merle Farrier	2860 Cheshire
April " "	Virginia Neff	
April 8-'49	Mrs. Leslie H. Thoreby	106 Iowa 2875 Cheshire
April 8-'49	Mr. Leslie H. Thoreby	2875 Cheshire
April 8-49-	Mrs W. J. Dabbins	2896½ Cheshire.
April 8-49-	Mr. W. J. Dabbins	2896½ Cheshire
April 8-49	Mrs. L. W. Frizzell	120 N. Seneca Rd.
Apr 8-49-	Mrs C. M. Wissert.	120 N. Seneca Rd.
Apr-8-49-	Charles M. Wissert.	120 N.-Seneca Rd.
apr. 8-49.	Mrs Lester Rose	163-N. Seneca Rd.
apr. 8-49	Mr Lester Rose	163 N Seneca Rd
apr. 8. 49	O. D. Palmer	130 Iowa St-
apr 8/49	Elmer O Heisler	105 Iowa St
apr 8/49	Florence C Heisler	105 Iowa St

Date	Name	Address.
april 9th	Verd O Jones	729 Iowa St Eugene
april 9th.	Norman Lovelace	125 Iowa St. City
April 9th	Malvin A. Bifler	1912 West [illegible] City
Apr 9th	William J. [illegible]	185 Iowa [illegible] Eugene
april 9th		
" "	James A. E. [illegible]	3890 E 21
April 11	Merle W. Waby	290 N. Seneca
April 11	W. Paul Clarke	- Seneca District
apr. 11	Don J. Shelley	3510 Elmira Rd
" "	Ted Price	591-W-10th ST.
" 11	R. E. Younger	Golden Gate - Seneca Dist
" "	C. W. G. Anderson	1159 Taylor St
april 11-1949	Rolla A. Browning	Golden Gate Lbr. Co. (506 E. 11th St.)
April 11, 1949	Betty M. Woodruff	Golden Gate Lbr Co. (432 W 13th)
Apr 11-1949	J. H. Jones (Pres)	Golden Gate Lbr Co - P.O. Box 348 - Eugene
" "	Alfred Kaye	1885 Park Ave Eugene
Apr 11 1949	Charles H. Anderson	R.F.D. 1 Eugene Oregon
" " "	William C. Hess,	Rt 1. Box 114, Veneta
" " "	V. P. Bachelor	RT 2 Box 369 Eugene Ore
" " "	H. L. Persomitt	1793 West 10 Eugene Ore
	G. W. Barbee	790 West 26 St
" " "	Chet [illegible]	
" " "	Frank [illegible]	Eugene Ore
	George H. Patrick	1559 [illegible]
	[illegible] Miller	535 Pearl St, City,
	Joe Thompson	585 [illegible], "
	Alton Conrad	405 Kost drive
	T R Cattrell	1997 City View Road Eugene

Date	Name	Address
April 9th	Verd O Jones	129 Iowa St Eugene
April 9th.	Norman Lovelace	125 Iowa St. City
April 9th	Malvin A. Bifler	1912 West Broadway City
April 9th	William J. Higgins	185 Iowa [illegible] Eugene
April 9th		
" "	James A. E. [illegible]	3890 E 2d
April 11	Merle W. Waby	290 N. Seneca
April 11	W. Paul Clarke	- Seneca District
apr. 11	Don J. Shelley	3510 Elmira Rd
" 4	Ted Price	591-W-16th ST.
" 11	K. L. [illegible]	Golden Gate - Seneca Dist
" "	C. W. G. Anderson	1159 Taylor St
April 11-1949	Rollah Browning	Golden Gate Str. Co. (506 E. 11th St.)
April 11, 1949	Betty M. Woodruff	Golden Gate Lum Co. (432 W 13th)
Apr 11-1949	J. H. Jones (Pres)	Golden Gate Lbr Co - P.O. Box 348 - Eugene
" "	Alfred Kaye	1885 Park Ave Eugene
Apr 11 1949	Charles H. Anderson	R# D 1 Eugene Oregon
" " "	William C. Hess	Rt 1. Box 114, Veneta
" " "	V. P. Bachelor	RT 2 Box 361 Eugene Ore
	H. L. Persinnett	1793 West 10 Eugene Ore
	G. W. Barbee	790 West 26 St. Eugene Ore
" " "	Chet Davenport	
" " "	Frank [illegible] Marshall	1529 [illegible]
	George H. [illegible]	535 Pearl st, City,
	[illegible]	[illegible] 12 St, City
	Joe Thompson	405 Kort Drive
	Alton Conrad	1997 City View Road Eugene Ore
	T R Cattrell	Veneta Ore

Sandford Elder 238 W. 18th
Virgil Hull 1810 City View Rd.
Norman D. Clark Rt 2 [illegible]
Kenneth Hull 1810 City View Rd.
Claud J Cathran 1925 Grand Lane
Tom Prince 1335 University St
Frederick M. McClain 560 P.O. O., Eugene, Ore.
B M Klevin R 3 Eugene Ore.
April 11 F E McCann 2365 River Road Eugene
Wm Mickelsen 1745 West 10 ave Eugene
Archie Ashbridge 1030 Main St. Springfield
John W. DeMuth - 681 W. 11th Eugene Ore.
V C Blunt - R3 Box 152 Eugene Ore
R E Sorensen 3551 Friendly St, Eugene, Ore

PETITION

We, the undersigned, residing in Lane County, Oregon, of the addresses hereinafter shown, respectfully petitions the State Highway Commission to establish, at once, a pedestrian cross-walk suitably marked and designated near the junction of what is known as 4-corners, or Roosevelt Blv'd. and Highway 99, immediately north of the overhead crossing north of the Eugene City limits. It is necessary for use in the transaction of our daily living requirements to walk across the highway at this point which is a marketing area and heavily populated. Numerous accidents have occurred both to cars and pedestrians in this vicinity and it is believed that it is necessary for public safety to have such a cross-walk immediately established in the public interest.

DATE	NAME	ADDRESS
4/8/49	S. L. Woods	495 pacific hiway No
	Mr + Mrs Pete Sullivan	126 2 St
	Mr + Mrs Leon Bell	Route 5
4/8-49	Mr + Mrs Clifford Hack	105 N. Wash.
4/8-49	Madsen Bros	206 Pacific Hwy North
4/8-49	Roger Stephens	the 99 Store
4-8-49	A. Schaffer	Texaco Service
4-8-49	[illegible]	4491 Elmira Rd. Eugene
4-8-49	W E Clark	4190 Burgess Dr
4-8-49	John V. Hakonen	32 Lawrence St
4/[illegible]	[illegible]	3611 [illegible]
4/8/49	Mr. + Mrs. Oscar Cox	Cheshire, Oregon
	Don J Freeman	Eugene, Oregon
4/8/49	Mrs Vera [illegible]man	Rt 5 Eugene Ore
4/8/49	[illegible]	4 Corner, Rt 5, Ore
	O. H. Emichsa	396 Highway 99 N. Eugene

Elbert Hilsow 185 Howard Ave.
H.R. Augostine 621 Ferndale Dr.
F.M. Hughes 1320 Jacob Drive
S.R. Seubrun 2137 Roosevelt Blvd.

Manly E Langston
C E Riley
A J Anderson
Noel D Williams
Chester Walrath
[illegible] Moore
C A Gilbert [illegible]
R O [illegible]
C E [illegible]
F H Drummond

Ernest E Hyland - 2901 Roosevelt Blvd.
Mrs. Ernest E. Hyland 2901 Roosevelt Blvd
Mrs Nellie Martin 114 Ia St.
D R. Lloyd 125 Iowa St.
Mrs Pete Price, Jr 120 Iowa Street
Mrs Robert G. Lloyd 145 Seneca Rd.
Mrs Robert B. Richman 135 Seneca Rd.
Mrs Louis Lloyd 135 Seneca Rd
Mrs Theodore Laremore 125 Seneca Rd
W E Nicholson 3607 Pacific Hwy
Lynn H Buckler [illegible] 778 [illegible]
Reba Kennedy 109 N. Cherry Lane
Lorraine Grider 710 Monroe St.
[illegible] Clinton 316 Maple Ave.
Vern Peterson 2940 Elmira Rd.
Dale Brown 111 N Garfield

Joseph B Naylor 3830 Elmira R.
Ernest Igo 2649 Edison St
Roy H Eames Route 1 Box 485 Eugene Oregon
Harry B Ford 2412 Roosevelt Blvd
Har [illegible]
Eugene Ore
F. H Hall 2422 Haig St Eugene Ore
J. C. Strom 2742 Bell Lake Eugene Ore.
J E Griffith Eugene Rt Box 349
Everett M Gossett Eugene 3460 Avalon
Leland E Cuttha Eugene 2709 [illegible] Lane
Arthur B Melton 2622 Edison
Wm O. Harper 3861 Elmira Road
Gilbert J Stadther 2396 Roosevelt Blvd
Ben Wiederholt 1138 Bethel Drive Eugene
Robert A Wakefield 1153 Ogle St Eugene Ore.
W. H. O'Dell 1008 Madera St.
Lee Robinson 1450 N. Jacobs Drive,
Curtis L. Johnson 611 N Ruskin Eugene, Ore -
J D Lambert - 2241 Roosevelt -
Chas. W Anderson 1484 Oak Patch Rd Eugene Ore
Laude A Barrell 2423 Roosevelt Blvd,
Louis Lloyd 135 W. Seneca Rd.
Frank O. Moore Box 122 Halsey Oregon.
Arden W Nicholson 2950 Allane Av
R. L. King 1065 Ogle Ave
J K Randall 3530 Prairie Rd
Roy E McCain 3187 Elmira Rd

George W Godell	Box 177 Rute 5
Ete H. Stuart	1952 W. 13 ave Eugene
Lloyd Dye	Eugene R.1.
C. L. Reich	R# 1 Eugene
O. Norton	4121 Camellia Springfield S.P. Shop
Ray Osborne	Springfield S.P.
L. E. Jarvis	395 Howard St. Eugene Ore.
Mr and Mrs T. Schoonover	S.P. Shops
Claude Hebert	S.P. Shops
R.H. Hauge	2148 Roosevelt Blvd.
E.G. Beers	1024 W Broadway
Galen H. Frazier	352 W 6th street
W A Painter	1270 N. [illegible] St.
H. L. Ridener	111 N. Garfield St.
Harry Kirk	134 N Cleveland St
James Cadman	
Aaron Humphrey	132 Monroe St.
John Logan	1317 Lake Drive
Ralph M Walker	1455 W 11th
Edgar J. Funk	111 Thomason St
W R Sauce	529 Monroe St.
Robert Telford	179 N. Garfield
Clive O Hermstoff	111 Hansen Lane
Lewis D Barnard	175 Aberdeen Lane
Shirley McHale	595 W 6 St
Lloyd B. Travis	1736 West Broadway
Rollie W. Mulkey	600 River Loop #1 Eugene Oreg.
P. O. Bothe	2449 Potter St

PETITION

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DATE	NAME	ADDRESS
April 8 194[illegible]	Mrs. [illegible] Payne	2939 Roosevelt Blvd.
4-8-1949	Joseph M Crandall	1543 Lawrence St
4-8-1949	W. S. Hill	341 No. 99 #6
4-8-1949	[illegible]	4 Corners
4-8-1949	Harold E Bailey	" "
4-8-1949	[illegible]	" "
4-8-1949	[illegible]	[illegible]
4-8-1949	[illegible]	[illegible]
~~4-8~~-1949	Mrs L. J Rath	161 Iowa St.
4-8 1949	[illegible]	[illegible]
4-[illegible]	[illegible]	[illegible]
[illegible] 1949	[illegible]	[illegible]
[illegible]	Walter Jackson	Roosevelt Blvd.
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
4-9-1949	[illegible]	[illegible]
4-8 [illegible]	Mrs. E M Olsen	574 N. Figueroa

[illegible]	[illegible]
Mrs Paul Bernard	346 - N. Figueroa St.
Mr and Mrs L. H. Chapman	- 3041 Elmira Rd.
Mr and Mrs Stanley Jensen	3085 Elmira Rd
[illegible]	[illegible]
[illegible]	
H. T. Trombley	320 Maple St.
Irene Hill	320 maple St
Mrs H. T. Trombley	320 Maple St
Mrs John J. Motheral	285 Maple St
Mrs. P. J. [illegible]	275 Maple St
Mrs H. F. Hansen	245 Maple St
L. W. Frizzell	120 North Seneca Rd.
Howard L. Alley	1907 West 18th St
[illegible]	[illegible]
Mrs. Carl Schneider	166 Iowa St.
Mrs. Leon Ross	2380 Emerald St.
Mrs Delbert Brown	2850 Cheshire St
Leon Ross	2380 Emerald St
Jerry Ross	2380 Emerald St
Mary Brown	110 E 15th Eugene
Harold Van Sickle	2002 Grant St
Mary Alice Van Sickle	2002 Grant St.
Mrs Joe Evonuk	4060 Marshall Ave
Joe Evonuk	4060 Marshall Ave -

[illegible] A. fg.

Mr. Fred Evonick . 1230 Rutledge
Louie Evonick - 1230 Rutledge

22-4211 Mountain States Power Co. 1949
Canal Bridge west of Lebanon
3263 on the Santiam Highway

RECEIVED
FEB 6 1951
FOR FILING

Mrs Lewis

22-4211

3263

February 1, 1951

Hon. Earl T. Newbry
Secretary of State
Capitol

Dear Sir:

We acknowledge with thanks your letter of January 31 to which was attached a letter from the Portland Wire and Iron Works advising that their claim in the sum of $1,183 against Snook Brothers has been satisfied.

This claim was filed against State Highway Contract No. 3263 and bears your file No. 3245.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

[illegible] ON CARD

2-1-51

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

Jan. 31, 1951

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Enclosed is a copy of the letter we received from Portland Wire & Iron Works advising of the satisfaction of the claim in the amount of $1,183.00 against the Snook Brothers and Maryland Casualty Company for the work of constructing a bridge at the Mountain States Power Co. Canal on the Santiam Highway in Linn County, State Highway Contract No. 3263.

Very truly yours,

Earl T. Newbry

Secretary of State

NF:M
Enc.

VED
195

Mr. Glaisyer:

There are no other claims against this job. The final warrant was mailed on 8-9-50.

gl

NOTED
H. B. GLAISYER

RECEIVED
FEB 6 1951
FOR FILING

22-42.11

3263

February 1, 1951

Maryland Casualty Company
Baltimore 3, Maryland

Gentlemen:

We have received a letter from the Secretary of State advising that the Portland Wire and Iron Works have notified the Secretary of State's Office that their claim in the sum of $1,183 against Snook Brothers on State Highway Contract 3263 has been fully satisfied.

This is a confirmation of the notification received by this office on January 17 and concerning which we wrote you on January 19.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Hansen & Rowland, Inc.
Puget Sound Bank Building
Tacoma, Washington

Hansen & Rowland, Inc.
611 Henry Building
Portland 4, Oregon

Snook Bros.
P. O. Box 687
Corvallis, Oregon

Mrs Jennis :-
Are there any more claims against this job?
Are we holding up assignments?
DHS

NOTED ON CARD
2-1-51 jg C

COPY

PORTLAND WIRE & IRON WORKS
Established 1892
Steel and Wire Fabricators
Fence and wire distributors
4644 S. E. Seventeenth Avenue
Portland 2, Oregon

January 17, 1951

Earl T. Newberry, Sec. of State
Salem, Oregon

Gentlemen:

We wish to advise you Snook Brothers, General Contractors, Corvallis, Oregon have settled the claim we had against them and their bonding company (Maryland Casualty Co.) in the amount of $1,183.00 for furnishing bridge handrail and deck drains on the Mountain States Power Company Canal, Santiam Highway in Linn County, State Highway contract no. 3263, your office file no. 3245.

In view of the foregoing we hereby relinquish any claims against either Snook Brothers of the Maryland Casualty Company for work performed on this job.

Very truly yours,

PORTLAND WIRE & IRON WORKS

A. L. FOSTER

A. L. Foster, Vice President

ALF/bh

CC: Hansen & Rowland, Inc.
611 Henry Building
Portland 4, Oregon

Snook Bros.
P. O. Box 687
Corvallis, Oregon

Oregon State Highway Commission
Salem, Oregon

RECEIVED
JAN 25 1951
FOR FILING

32-4211

3263

new Issue

January 22, 1951

Maryland Casualty Company
Baltimore, 3
Maryland

Attention Mr. Henry H. Ireton, Attorney
Claim Division

Gentlemen:

This is to acknowledge your letter of January 18 concerning the status of a claim by Portland Wire and Iron Works against Snook Brothers on State Highway Contract No. 3263.

Since our letter was written on January 9, we have received another letter from the Portland Wire and Iron Works, a copy of which is attached and in which they advise that their claim in the sum of $1163 is fully absolved.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:ehr

Enclosure

noted gl

MARYLAND CASUALTY COMPANY
STEWART McDONALD, CHAIRMAN OF THE BOARD
WILLIAM T. HARPER, PRESIDENT
BALTIMORE 3
CLAIM DIVISION
W. KENYON LLOYD
VICE-PRESIDENT

HARPER G. LEWIS, JR.
MANAGER, CLAIM DIVISION
H. ELLSWORTH MILLER
CHIEF CLAIM ATTORNEY
SURETY DEPARTMENT
GEO. W. DEXTER, MANAGER

January 18, 1951

Oregon State Highway Commission
Salem, Oregon

REFERRED TO
BY SECRETARY

Gentlemen:

Our #421-50 Cont.
Snook Bros. - State of Oregon

Receipt is acknowledged of your letter of January 9, copy of which we note went to our principal.

It seems to us to be quite clear from the letter of January 5 from the Portland Wire and Iron Works that when the contractor paid it $441.85, that it should have been applied to that obligation on this particular job. It would, therefore, seem dubious that as respects the Maryland Casualty Company that this balance is in fact an open one.

However, we are taking the matter up with our principal for further investigation.

Yours truly,

Henry H. Ireton
Attorney

7
CC-Hansen & Rowland, Inc.

RECEIVED
JAN 22 1951
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 19 1951
FOR FILING

22-4:11

3263

Mrs Lewis

January 19, 1951

Portland Wire and Iron Works
4644 S. E. Seventheenth Avenue
Portland 2, Oregon

Gentlemen:

This is to acknowledge your letter of January 17 in which you state that Snook Brothers have settled the claim you had against them in the sum of $1,183 for materials furnished to them for construction of the Mountain States Power Company Canal Bridge on the Santiam Highway in Linn County, State Highway Contract No. 3263.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md 1/18

1-19-51

2195

PORTLAND WIRE & IRON WORKS

ESTABLISHED 1892

Steel and Wire Fabricators

FENCE AND WIRE DISTRIBUTORS

4644 S. E. SEVENTEENTH AVENUE

PORTLAND 2, OREGON

January 17, 1951

Earl T. Newberry, Sec. Of State
Salem, Oregon

Gentlemen:

We wish to advise you Snook Brothers, General Contractors, Corvallis, Oregon have settled the claim we had against them and their bonding company (Maryland Casualty Co.) in the amount of $1,83.00 for furnishing bridge handrail and deck drains on the Mountain States Power Company Canal, Santiam Highway in Linn County, State Highway contract No. 3268, your office file no. 3245.

In view of the foregoing we hereby relinquish any claims against either Snook Brothers or the Maryland Casualty Company for work performed on this job.

Very truly yours,

PORTLAND WIRE & IRON WORKS

A L Foster

A. L. Foster, Vice President

ALF/bh

CC: Hansen & Rowland, Inc.
611 Henry Building
Portland 4, Oregon

Snook Bros.
P. O. Box 687
Corvallis, Oregon

Oregon State Highway Commission
Salem, Oregon

REFERRED TO [illegible]
BY SECRETARY

[illegible]

[illegible]

RECEIVED
1951
FOR FILING

22-4211

3263

Mrs Lewis

3263

January 9, 1951

Portland Wire and Iron Works
4644 S. E. Seventeenth Avenue
Portland 2, Oregon

Attention: Mr. C. A. Lomax

Gentlemen:

This is to acknowledge your letter of January 5, 1951, concerning payments made to your Company by Snook Brothers in connection with amounts owed to you for materials furnished on State Highway Contract No. 3263. You advise that Snook Brothers sent you two checks — one in the amount of $441.85 which was applied against an older amount owed and was not credited as a payment on Contract 3263, and another check in the amount of $741.15 applied as a credit on the above contract leaving a balance due of $441.85.

We will advise the contractor and the surety regarding the payments that have been made.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

1-9-51

Mrs Lewis

January 9, 1951

Maryland Casualty Company
Baltimore 3, Maryland

Gentlemen:

Attached is a copy of a letter received on January 8 from the Portland Wire and Iron Works concerning payments made by Snook Bros. to them for materials furnished the contractor on State Highway Contract 3263 for construction of a bridge over the Mountain States Power Company Canal on the Santiam Highway in Linn County.

Please note that the Wire and Iron Works claim that $441.85 is still unpaid in connection with their claim concerning which we notified you on November 27, 1950.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

cc - Hansen and Rowland, Inc.
611 Henry Building
Portland 4, Oregon

Hansen & Rowland, Inc.
Puget Sound Bank Building
Tacoma, Washington

Snook Brothers
P. O. Box 687
Corvallis, Oregon

NOTED ON CARD

[illegible]

EMPIRE
[redacted]ER 2195

PORTLAND WIRE & IRON WORKS

ESTABLISHED 1892

Steel and Wire Fabricators

FENCE AND WIRE DISTRIBUTORS

4644 S. E. SEVENTEENTH AVENUE
PORTLAND 2, OREGON

January 5, 1951

Oregon State Highway Commission
Salem, Oregon

Attention H. B. Glaisyer, Sec.

Re: Mountain States Power Canal on the Santiam Highway in Linn County
State Hwy Contract #3263, Snook Bros. Contractor.

Gentlemen:

Relative to your letter of November 21, 1950, regarding the above contract . We wish to advise that the contractor mailed us two checks, one in the amount of $441.85 and the other in the amount of $741.15; which totals $1183.00. When the first check arrived we applied it against older amounts owed us and did not apply it against the above job. However, we did apply to second check directly against the amount owing on this job.

In view of the foregoing we are unable to release Snook Brothers or the Bonding Company until we receive another check for at least $441.85.

Very truly yours,

PORTLAND WIRE & IRON WORKS

C. A. Lomax
C. A. Lomax

CAL/h

giving — [illegible]
acknowledge
send copies to surety & contractor
[illegible]

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RECEIVED

FOR

Snook Bros. Contract No. 3263

11/21 Notified Surety of claim made by Portland Wire & Iron Works for furnishing handrail & deck drains.

11/27 Notified Surety of claim filed with Sec. of State by Portland Wire & Iron Works for furnishing handrail and deck drains in the amount of $1,183.

JP

NOTED
H. B. GLAISYER

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3263

MARYLAND CASUALTY COMPANY
STEWART McDONALD, CHAIRMAN OF THE BOARD
WILLIAM T. HARPER, PRESIDENT
BALTIMORE 3
CLAIM DIVISION
W. KENYON LLOYD
VICE-PRESIDENT

HARPER G. LEWIS, JR.
MANAGER, CLAIM DIVISION
H. ELLSWORTH MILLER
CHIEF CLAIM ATTORNEY

SURETY DEPARTMENT
GEO. W. DEXTER, MANAGER

December 11, 1950

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

NOTED
H. B. GLAISYER

421-50-Cont.
Snook Brothers - State of Oregon

Receipt is acknowledged of your letters of November 21 and November 27, copies of which we note were forwarded to Hansen and Rowland, Inc.

We thank you for calling this matter to our attention, and we are taking it up for investigation.

Yours very truly,

Henry H. Ireton
Attorney

C. C. Hansen and Rowland, Inc.

3

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OREGON
COMMISSION

BY SECRETARY
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File

December 8, 1950

Portland Wire and Iron Works
4644 S. E. 17th Avenue
Portland, Oregon

Gentlemen:

It has come to our attention that Snook Brothers may have paid the claim which you had against them in the amount of $1,183 in connection with State Highway Contract No. 3263 for construction of a bridge over the Mountain States Power Company canal on the Santiam Highway in Linn County.

Will you kindly advise us if this claim has been paid.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

letter of 1-17-51
says claim paid

FAQ:md

NSEN, Pres. I. C. ROWLAND, Secy.

HANSEN & ROWLAND INC.

GENERAL AGENTS
SURETY BONDS - GENERAL INSURANCE
TACOMA, WASHINGTON

TACOMA
SEATTLE
PORTLAND
SAN FRANCISCO

December 5, 1950

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND, INC., NOT TO INDIVIDUALS.

3263

Oregon State Highway Commission
Salem, Oregon

ATTENTION: Mr. Glaisyer

My dear Mr. Glaisyer:

Re: Bond No. 55966 - Snook Brothers -to- State of Oregon, Contract for construction of bridge No. 1162A Mountain States Power Company, Canal Bridge on Santiam Highway Linn County, Oregon.

I wish to thank you for yours of the 29th with enclosure of the mimeographed copy of the Laws of Oregon dealing with public contracts.

While I thought that I knew the answers as to the first and second questions I asked, I was not at all sure; and I did not know the answer to the third question. Your answer has given me the complete information I need.

Snook Brothers advise that immediately upon receiving their copy of your letter to the surety they mailed check to Portland Iron & Wire Works and requested them to release the claim. If, as and when they do we would like you to advise us.

Again thanking you, we are,

Very truly yours,

HANSEN & ROWLAND, INC.
General Agents

A. Van R. Schermerhorn

A. Van R. Schermerhorn
Mgr., Surety Bond Dept.

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OREGON
STATE HIGHWAY COMMISSION

BY SECRETARY

AVRS:de

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November 29, 1950

Hansen & Rowland, Inc.
General Agents
Tacoma, Washington

Attention: A. Van R. Schermerhorn, Manager
Surety Bond Department

Gentlemen:

Reply is made to your letter of November 22 regarding your bond No. 55966 issued in behalf of Snook Brothers in connection with the Oregon State Highway Commission Contract No. 3263 for the construction of a bridge over Mountain States Power Company's canal on the Santiam Highway in Linn County.

You inquire if the letter received by the State Highway Commission from Portland Wire and Iron Works constitutes a legal claim against the job. My answer is in the negative. The law prescribes the method of filing claims against public contracts. I enclose a mimeographed copy of the law referred to. You will note that a legal filing of a claim must be with the Secretary of State if the claim is against a state highway contract.

Your second inquiry has to do with the time limit within which a claim must be filed in order for the claimant to have a right of action against the surety who furnished the bond. That question is clearly answered in the attached excerpt, which also answers your third question as to the period of time within which suit to enforce the claim must be started.

I trust that the above gives you the desired information, and remain

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG/fm

Enc.

HANSEN, Pres. I. C. ROWLAND, Secy.

HANSEN & ROWLAND INC.

GENERAL AGENTS
SURETY BONDS - GENERAL INSURANCE
TACOMA, WASHINGTON

TACOMA
SEATTLE
PORTLAND
SAN FRANCISCO

November 22, 1950

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND, INC., NOT TO INDIVIDUALS.

Oregon State Highway Department
Salem, Oregon

ATTENTION: Mr. Glaisyer

My dear Mr. Glaisyer:

Re: Bond No. 55966 - Snook Brothers
-to- State of Oregon, Contract for
construction of bridge No. 1162A
Mountain Btates Power Company,
Canal Bridge on Santiam Highway
Linn County, Oregon

Many thanks for copy of letter mailed by you to the Home Office of the Maryland Casualty Company concerning the captioned contract. I wonder if you would take the trouble to enlighten me on several points in connection with the letter you have received from the Portland Wire & Iron Works concerning this contract No. 3263.

1st. Does the letter as received by you constitute a claim within the statute that gives to the suppliers of material a claim against the bond furnished by the contractor on the project for which the suppliers furnished the material for which he is making claim.

2nd. What is the time limit within which he must file claim with the Commission in order for him to have a right of action against the surety who furnished the bond.

3rd. If filed within the required time and in proper form in compliance with the statutes within what period of time must he commence suit to enforce his claim.

Your prompt reply to these questions would be appreciated, for which reply stamped addressed envelope is attached.

Very truly yours,

HANSEN & ROWLAND, INC.
General Agents

A. Van R. Schermerhorn
Mgr., Surety Bond Dept.

ANSWERED
H. B. GLAISYER

AVRS:de

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FOR FILING

22-4-11

3263

Mrs Lewis

November 27, 1950

Maryland Casualty Company
Baltimore 3, Maryland

Gentlemen:

Attached is a copy of a claim filed with the Secretary of State by Portland Wire & Iron Works, 4644 S. E. 17th Avenue, Portland 2, in the sum of $1,183. This claim is against Sneek Brothers for bridge handrail and deck drains furnished in connection with the contractor's operations on State Highway Contract No. 3263 for construction of a bridge over the Mountain States Power Company canal on the Santiam Highway in Lane County.

This information is provided as the Maryland Casualty Company appears as surety on the bond furnished in connection with the above-mentioned contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

cc - Hansen & Rowland, Inc.
611 Henry Building
Portland 4, Oregon

Hansen & Rowland, Inc.
Puget Sound Bank Building
Tacoma, Washington

Sneek Brothers
P. O. Box 687
Corvallis, Oregon

[illegible]

11-27-50

EMpire 2195

PORTLAND WIRE & IRON WORKS

ESTABLISHED 1892

Steel and Wire Fabricators

FENCE AND WIRE DISTRIBUTORS

4644 S. E. SEVENTEENTH AVENUE

PORTLAND 2, OREGON

November 22, 1950

Earl T. Newberry, Sec. of State
Salem, Oregon

To the Secretary of State, State of Oregon.

"Notice hereby is given that the undersigned Portland Wire & Iron Works has a claim for furnishing bridge handrail and deck drains in the sum of one thousand, one hundred and eighty-three dollars ($1,183.00) against the bond taken from Maryland Casualty Company, agent Hansen & Rowland, Inc., 611 Henry Building, Portland 4, Oregon, for the work of constructing a bridge at the Mountain States Power Company canal on the Santiam Highway in Linn County, State Highway Contract No. 3263, Snook Bros., General Contractors.

Very truly yours,

PORTLAND WIRE & IRON WORKS

A. L. Foster
Vice President

ALF/h
CC: Oregon State Highway Commission
Maryland Casualty Company

RECEIVED
NOV 29 1950
FOR FILING

File
3263

Mrs Lewis

22-4211
3263

November 27, 1950

Hon. Earl T. Newbry
Secretary of State
Capitol

Dear Sir:

This is to acknowledge your letter of November 24 to which was attached three copies of a claim filed with your office by Portland Wire and Iron Works in the sum of $1,183 against Snook Brothers for bridge handrail and deck drainage furnished on State Highway Contract No. 3263, your file No. 3245.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD
11-27-50 C

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

November 24, 1950

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon.

Dear Sir:

We have received and filed as of this date a notice of claim by Portland Wire & Iron Works, for furnishing bridge handrail and deck drains in the sum of one thousand, one hundred and eighty-three dollars ($1,183.00) against the bond taken from Maryland Casualty Company, agent Hansen & Rowland, Inc., 611 Henry Building, Portland 4, Oregon, for the work of constructing a bridge at the Mountain States Power Company canal on the Santiam Highway in Linn County, State Highway Contract No. 3263, Snook Bros., General Contractors. Our File No. 3245.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

Earl T. Newbry

Secretary of State.

N:Fb
Enc.

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STATE HIGHWAY COMMISSION

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November 21, 1950

Maryland Casualty Company
Baltimore 3, Maryland

Gentlemen:

We have received a letter dated November 18 from Portland Wire and Iron Works, 4644 S. E. 17th Avenue, Portland 2, advising that Snook Bros. have not paid them for the bridge handrail and deck drains furnished in connection with State Highway Contract 3263 for construction of a bridge over the Mountain States Power Company canal on the Santiam Highway in Linn County. They do not state the amount of the claim.

This information is provided as the Maryland Casualty Company appears as surety on the bond furnished in connection with Contract 3263.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md 11/20

cc - Hansen & Rowland, Inc.
Puget Sound Bank Building
Tacoma, Washington

Hansen & Rowland, Inc.
611 Henry Building
Portland 4, Oregon

Snook Bros.
P. O. Box 687
Corvallis, Oregon

NOTED ON CARD

11-21-50

3263 Mrs Lewis

November 21, 1950

Portland Wire and Iron Works
4644 S. E. Seventeenth Avenue
Portland 2, Oregon

Attention: Mr. C. A. Lomax

Gentlemen:

Your letter of November 18 addressed to Mr. Reeves concerning the Mountain States Power Company canal on the Santiam Highway in Linn County has been referred to this office for reply. This contract was completed by Snook Bros. as State Highway Contract No. 3263 on May 9th and accepted by the Highway Commission on May 26, 1950. Final payment was mailed to the contractor on August 9, 1950.

You state in your letter that you have not yet received your money for the bridge handrail and deck drains furnished the contractor on this job. If you wish to protect your claim for a period longer than six months following completion and acceptance of the contract it is suggested that you file your claim with the Secretary of State. For your convenience in preparing this filing there is attached an excerpt from the Oregon laws outlining the necessary procedure.

The surety on this contract is Maryland Casualty Company and their agent is Hansen & Rowland, Inc., 611 Henry Building, Portland 4, Oregon.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md 11/20
Attach.

NOTED ON CARD

EMpire 2195

PORTLAND WIRE & IRON WORKS

ESTABLISHED 1892

Steel and Wire Fabricators

FENCE AND WIRE DISTRIBUTORS

4644 S. E. SEVENTEENTH AVENUE
PORTLAND 2, OREGON

November 18, 1950

3263

OREGON STATE HIGHWAY COMMISSION
Salem, Oregon

Att'n: Mr. Reeves:

Dear Mr. Reeves:

Subject: Mountain States Power Com. Canal Bridge
0.6 Mile North of Lebanon on Santiam
Highway, Bridge No. 1162-A
Snook Brothers, General Contractors
Corvallis, Oregon

We would appreciate knowing if the above job is complete. Also, if contractor has received all his money.

We furnished the bridge handrail and deck drains on this job and to date we have not received our money.

Thanking you for this information, we are,

Very truly yours,

PORTLAND WIRE & IRON WORKS

C. A. Lomax

CAL/l
C. A. Lomax

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AUG 10 1950
FOR FILING

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OREGON STATE HIGHWAY COMMISSION

Aug. 8, 1950
(Date)

3263 (Contract No.)
5-final (Est. No.)
Snook Bros. (Contractor)

Vou. No:	Warrant No:	Amt: $	Date:
11933	379224	1,188.60	Aug. 7, 1950

Date:

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified completion date:

ACCOUNTING DIVISION

Completion:

Contract Accepted:

Time Extensions:

Penalties:

Claims:

Remarks:

Date:

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed: AUG 9 1950

NOTED ON CARD
8-9-50 gl

OREGON STATE HIGHWAY COMMISSION

Aug. 8, 1950
(Date)

3263 5-final (Contract No.) (Est. No.)

Snook Bros. (Contractor)

Vou. No:	Warrant No:	Amt: $	Date:
11933	379224	1,188.60	Aug. 7, 1950

Date:

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified completion date: May 31, 1950

ACCOUNTING DIVISION

Completion: May 9, 1950

Contract Accepted: May 26, 1950

Time Extensions: None Required

Penalties: None of Record

Claims: None of Record

Remarks:

Date: 8-9-50

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed:

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June 6,1950

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

Please be advised that State Highway Contract No. 3263, covering construction of Mountain States Power Company's Canal Bridge on the Santiam Highway in Linn County, has been completed by the contractor, Snook Bros., and that final payment in the amount of $1,188.60 will be made on or after June 16, 1950.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $15,933.58, and that no force account work was performed on the project. This contract was completed on May 9 and accepted by the Highway Commission on May 26, 1950.

We are sending you this notice as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Hansen & Rowland,Inc.
611 Henry Bldg.
Portland 4, Oregon

Hansen & Rowland,Inc.
Tacoma, Wash.

NOTED ON CARD
6-6-50 JP

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FOR FILING

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3263

January 16, 1950

Snook Brothers
P. O. Box 687
Corvallis, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3263 which was awarded to you on December 19, 1949 by the State Highway Commission, covering the Mountain States Power Co. Canal Bridge on the Santiam Highway in Linn County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

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3263

Salem, Oregon
January 5, 1950

Mr. E. A. Collier
Maintenance Engineer

Attached hereto is one unexecuted copy of an agreement with the Mountain States Power Company, covering construction of a bridge on the Santiam Highway in Linn County.

The original of this agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the Mountain States Power Company.

L. H. Warfield
Staff Engineer

LI
cc: Mr. O. S. Paxson
Mr. S. H. Probert
Attach - 1

FORM E-30 15M 10-48 20007

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 30, 1949

SUBJECT:

To: Mr. R.H. Baldock

Attached hereto, for further handling by you are three unexecuted copies of an agreement with the Mountain States Power Company, covering construction of a bridge on the Santiam Highway in Linn County.

The original of this agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the Mountain States Power Company.

Secretary

rn

1 Parsons
1 Probert
1 Conner

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Salem, Oregon
December 28, 1949

Mr. C. S. Paxson

At the last meeting the Commission approved an agreement with the Mountain States Power Company wherein the Power Company will pay $3,620 for the cost of constructing a new bridge over the Power Company's canal on the Santiam Highway. It is further understood that such payment will relieve the Company from any further obligation in the matter of maintenance of this structure.

W. C. Williams

WCW:me

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December 21, 1949

Smook Bros.
329 North 18th Street
Corvallis, Oregon

Gentlemen:

The State Highway Commission on December 19, 1949, awarded you the contract for the Mountain States Power Company Canal Bridge Project west of Lebanon on the Santiam Highway, in Linn County. This award was based on your low bid of $16,808.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

rm

cc - S.H. Probert
G.S. Paxson

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OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 16, 1949

SUBJECT: Mountain States Power Company
Canal Bridge, Santiam Highway
(Bridge No. 1162-A)

To:

Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

Dear Sir:

The new bridge which is advertised for construction, at the present Commission meeting, across the Mountain States Power Company's canal on the Santiam Highway near Lebanon, consists of three spans each 31' in length, supported on treated timber piles and with concrete beam and slab superstructure. The total length of the bridge is 93 feet; the roadway is 26 feet with a 3½' sidewalk on each side. The structure is skewed 45° with the roadway center line. It replaces an untreated timber trestle of approximately the same length.

The steel trusses now being retired from service at Cottage Grove are not at all suitable for this project. They have roadway widths of only 18 feet. They are square spans and have lengths of 120 feet and 150 feet. It would not be at all economical to attempt to widen the roadways, as such widening would make necessary reinforcement of the trusses and the total cost would be greater than the cost of new material fabricated especially for the project. We have no other steel trusses in our maintenance yards which are suitable for this project.

Very truly yours,

G S Paxson

G. S. Paxson
Bridge Engineer

GSP:gm

②

PROPOSED RENTAL EQUIPMENT BUDGET

Two of the largest items for 1950 are for two paving plants, at $30,000 each, and for one rotary snow plow at $22,000.

In 1949 we operated ten paving plants. The oldest ones started work in 1929 and 1930, and should be retired, as they are worn and of small capacity.

A comparison of the capacity and cost per ton of these two plants with our 1939 and 1949 plants looks like this:

	1949 Costs			
Plant started in year	1929	1930	1939	1949
Average capacity per day worked	88	88	150	223
Cost per ton laid	$9.38	$10.31	$7.96	$6.86
	Av. 9.89			

We worked 20 rotary snow plows last winter, and did not have enough. This Fall we have received two small rotaries for traveling around, and one large one for Mt. Hood. One of our oldest rotaries started work in 1928, and two started in 1929, and one in 1930, so these four are 20 years old, or more, and are getting pretty feeble.

We need one more rotary for replacement of 1928 Model - 2 Auger, Limited Capacity before the winter of 1950-1951.

E. A. Collier
Maintenance & Equipment Engineer

EAC:IH
12/16/49
4 copies

		Tons Layed	Cost Ton	
Daimler 49-650	2-Drum Madsen Plant Cost $27,106	20,536	$6.86	
Hedrick 30-650	2-Drum O.S.H.D. Make	12,162	10.31	Av. $9.89
Davidson 29-650	" " " "	10,299	9.38	
Moffit 39-650	2-Drum Gerlinger Cost $16,000	22,120	7.96	

Madsen Plant 20536 Tons @ $1.10 Less Than Gerlinger = $22,590
" " " " @ 3.03 Less " 29+30 Mod = $62,200

1- Mt. States Power Canal Br.

2- Purchase Equipment Rental
    2- Paving Plants
    1- Sno-go

3- Purchase Equipment Office

4- List of Equip 1940 - 1949

5- Maint Cost 1940 To 1950

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FOR FILING

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3263

4-R

November 17, 1949

Oregon State Highway Commission

Misc. C&A #60

Gentlemen:

In July, 1925, the State Highway Commission entered into an agreement with the Mountain States Power Company for the construction of a bridge on the Santiam Highway over a canal owned by the Power Company. The terms of the agreement provided that a timber trestle be constructed with a roadway width not less than 20 feet and that the cost of said structure and the maintenance thereafter be divided equally between the Highway Commission and the Power Company.

The volume and type of traffic now using the Santiam Highway require a wider bridge and, in the interests of maintenance, a permanent type of structure rather than continuing the timber trestle. By terms of the agreement, the Power Company will be required to pay half the cost of constructing a new timber structure and to continue to pay half the cost of maintenance.

We believe it would be to the interests of the State to construct a permanent-type structure, and, therefore, I have contacted the Power Company to see if it would pay one-half the estimated cost of a timber structure and an additional amount to amortize maintenance costs if the State builds the permanent structure with the resultant decreased maintenance cost. The estimated cost of a new structure is $20,500. To replace the existing structure with a like timber trestle would cost $3,620, and the Power Company has agreed to pay $1,810 as its share of replacing a like structure.

In addition, the Power Company's share of maintenance during the past 23 years has been $973.47. To amortize this amount at 3% would require a sum of $1,410. The Power Company has agreed to pay the sum of $1,410 for relief of maintenance in the future, which maintenance, of course, on the permanent-type structure, will be very light. This means that the Power Company will pay a total of $3,220 to the State, and the State, in turn, will, if you approve, relieve the Power Company of obligations of its agreement entered into in 1925.

Mr. Devers has prepared a form of agreement on the above basis, and the agreement has been executed by the Mountain States Power Company.

This agreement will be presented to you for your consideration at the next meeting of the Highway Commission, and I recommend your approval.

In the meantime, owing to the bad condition of the existing bridge, we are calling for bids for a new structure at the December meeting. Funds in the amount of $20,000 were set up in the 1949 special maintenance budget to cover this item. The estimated cost to the State now is $20,500, less $3,220 to be paid by the Power Company, or a net of $17,280.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. G. S. Paxson
Mr. J. M. Devers
Mr. M. H. Hawke

RECEIVED
NOV 14 1949
FOR FILING

Chief
Bridges

November 10, 1949

Mr. Robert C. Sipe, Manager
Willamette Division
Mountain States Power Company
P. O. Box 472
Albany, Oregon

Dear Mr. Sipe:

Relative to your letter of November 8, it is intended that the new structure proposed to be built across your Company's canal at mile point 11.93, Santiam Highway, will be the property of the State in its entirety, and, as a consequence, the obligation of maintenance will rest with the State.

I believe the above is pretty well covered by article 2, under "Things to Be Done by the Power Company," on page 3 of the agreement, which reads: "Upon the completion of said new bridge by the State the Power Company shall pay to the State the sum of $3,220.00 and shall thereafter be released and relieved of any and all obligation created and fixed in said agreement of July 3, 1925."

This matter is further covered under item 2, "General Obligations and Provisions," as appears on the final page of the proposed agreement form.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:mm

cc Mr. J. M. Devers
Mr. G. S. Paxson

MOUNTAIN STATES POWER COMPANY
P. O. BOX [illegible]
ALBANY, OREGON

[illegible]/8/48

Mr. W. C. Williams
Asst State Highway Engineer
Oregon State Highway Commission
Salem - Oregon

NOTED
W. C. WILLIAMS

Dear Mr. Williams:

May I please refer to the proposal transmitted with your letter of November 4th relating to the replacement of a bridge where Santiam Highway crosses this Company's canal at mile post 11.93.

For the record, will you please supplement the content of your letter dated November 4th with the statement that the new structure proposed to be installed will be the property of the State in its entirety and as a consequence, the obligation of maintenance will rest with the State.

This assumes of course that we execute the proposed agreement submitted with your letter which obligates the Power Company to pay the Highway Commission the sum of $3,220.00. Upon receipt of such a supplemental statement, if you feel free to make it, we will thereby be better enabled to expedite the execution of this agreement and get it returned to you.

Very truly,

R. C. Sipe
ROBERT C. SIPE, Manager
Willamette Division

RCS:JLR

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OREGON
STATE HIGHWAY COMMISSION

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NOV - 8 1949
FOR FILING

File

Const
Bridges
General

November 4, 1949

Mountain States Power Company
Albany, Oregon

Gentlemen:

The State Highway Commission finds it necessary to reconstruct the bridge on the Santiam Highway crossing the Mountain States Power Canal at Mile Point 11.93. By terms of an agreement entered into between the Mountain States Power Company and the Oregon State Highway Commission on July 3, 1925, the Power Company is obligated to pay 50% of the cost of maintaining this bridge structure or the same amount in the event of partial or total replacement.

The State Highway Commission now proposes to replace the timber structure with a permanent type concrete structure estimated to cost $20,500.

As this cost is considerably more than would be the cost of replacing the structure with timber, we will not request the Power Company to pay for your 50% of the replacement costs. We do, however, believe the Power Company should pay half the cost of replacement of the structure in kind. This we estimate would be $1,810, as the Power Company's share of the total estimated cost of $3,620.

We further believe that the Power Company should pay an additional amount on the basis that maintenance costs would be very materially decreased in the future. In fact, if the Company will pay an amount equal to amortization of maintenance cost, we will relieve the company from any further obligation of maintenance.

During the past 23 years, the Power Company's share of maintenance costs has been $973.47. At 3% interest, a sum of $1,410 is required to yield this amount. We, therefore, believe you should pay $1,410 as amortized maintenance cost and $1,810 as one-half cost of a timber trestle replacement.

I attach hereto a form of agreement which has been prepared on the above basis. Attached to the agreement is a copy of the agreement entered into in 1925. I shall appreciate your early consideration and advice as to your action in this matter. If it is agreeable to you, please have executed the five copies of the agreement form and return them to us for further approval by the State Highway Commission

We ask that you please expedite this matter, as we deem it necessary to replace the existing structure as soon as possible.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

[illegible]

Encl.

cc Mr. J. M. Devers
Mr. C. S. Paxson

FORM E-90 25M 1-49 29089

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 2, 1949

SUBJECT:

To:

Mr. W. C. Williams
Assistant State Highway Engineer
Office

Dear Sir:

Employing information and data given me by Mr. Paxson, I have prepared a draft of an agreement to be executed by the State and the Mountain States Power Company covering the construction of a new bridge over the power company's canal in Linn County. I hand you five copies of that proposed instrument for submission to the power company for execution in the event it is found satisfactory.

Mr. Paxson has already examined a copy of this instrument and furnished me some additional information, which I have incorporated.

Yours very truly,

J M Devers
J. M. DEVERS

Enclosures
JMD:AWP

ECEIVED
OCT - 5 1949
FOR FILING

Const
Bridges
General

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 4, 1949

SUBJECT:

To: Mr. W. C. Williams
Assistant Highway Engineer
Office

Dear Mr. Williams:

I have been asked to prepare an agreement covering the construction of a bridge over the Mountain States Power Canal on the Santiam Highway. I have referred to the agreement and I find that it was executed on the third of July, 1925. In the agreement it is said that it is necessary to cross the Power Canal and it will be necessary to build a bridge, but the question arises in my mind why has no bridge been built or necessary since 1925, about twenty-four years ago? The agreement talks about a cooperative agreement between the Power Company and the State involving the reconstruction of a section of the Santiam Highway, and the agreement later implies that that section has been constructed.

If you can give me any help on this thing I will start in trying to draft an agreement, but since twenty-four years have gone by I think there should be some explanation in the instrument.

Very truly yours,

J M Devers
J. M. DEVERS

JMD:NH

Mr Devers advised verbally

NOTED
W. C. WILLIAMS

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OCT 3 1949
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FORM E-30X 15M 6-49 32603

[illegible]
Bridges
Canals

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 30, 1949

SUBJECT:

To: Mr. G. S. Paxson,
Office.

NOTED
W. C. WILLIAMS

Dear Mr. Paxson:

I have read the carbon copy of your letter to Mr. Williams about the construction of the bridge over the Mt. States Power Company canal in Linn County and I am going to suggest that I communicate with the power company by letter and present the subject on the basis of the company contributing to the cost of the type of bridge you want to build. It may be that I can get the company to assume a larger share of the cost than we are now thinking about.

Yours very truly,

J. M. DEVERS

JMD:PW

cc W. C. Williams

FORM 2-30 25M 1-49 26023

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 29, 1949

SUBJECT: Mt. States Power Canal Bridge
Bridge No. 1162

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

Dear Sir:

The reconstruction of the bridge over the Mt. States Power Canal at milepost 11.93 on the Santiam Highway in Linn County has been approved. We propose to build a permanent-type concrete structure estimated to cost $20,500.

On July 3, 1925 we entered into an agreement (Agreement No. 60) with the Mt. States Power Company which provided that they should pay half the cost of a timber trestle to be built at this site and half the maintenance and renewal cost. The Power Company's share of the maintenance and renewal cost to date is as follows:

1932	$ 15.96
1935	609.75
1940	38.09
1942	134.56
1943	22.56
1944	15.35
1945-46	137.20
	$973.47

1945-46 costs have not yet been billed to the Power Company but will be sent out shortly. No maintenance costs were incurred since 1946.

Mr. Devers ruled in 1935 in connection with the renewal and widening of the original bridge that:

> "It is my opinion that we cannot require the Power Company to pay any part of the cost of the additional width of the new bridge. The original agreement provided for the construction of a bridge, "in accordance with the standard plans and specifications of the State Highway Commission, pertaining to such construction."

> "It must be assumed that the bridge constructed, was one which conformed to standard plans and specifications in effect at that time. The contract obligates the Company to pay one-half of the cost of the original construction of such bridge and thereafter, half of the maintenance cost or partial or complete renewal costs.
>
> "The contract provides for a twenty foot bridge and the obligation on the part of the Company, with respect to maintenance or renewal costs refers to, "said bridge."
>
> "Therefore, it my opinion that we cannot ask the Company at this time to pay any part of the costs of the additional width. I believe, however, the Company, under the contract, might reasonably be asked to help maintain the entire structure after it has been renewed and widened."

Under this ruling we cannot ask the Power Company to contribute 50% of the cost of a permanent bridge, but can ask that they contribute 50% of the cost of a trestle equivalent to that built originally. We estimate the cost of such a trestle as $3,620.00 at current prices. The Power Company's share should be $1,810.00.

Our investment in the permanent-type bridge will greatly reduce the maintenance costs and an equitable allocation of cost to the power company will be impracticable. It is a reasonable assumption that the average maintenance and renewal costs on a timber trestle would at least equal those incurred in the past. It is suggested that we capitalize the average annual maintenance cost over the last 23 years at 3% and ask the Power Company to pay one-half the sum plus one-half the cost of a new timber trestle for a release of all further obligations which were assumed under the agreement of July 3, 1925.

The average annual Power Company's share of the maintenance cost during the past 23 years has been $973.47 divided by 23 or $42.32 per year. At 3% interest a sum of $1,410 is required to yield this amount. The Power Company should pay as follows for a release from the 1925 agreement:

One-half the cost of a timber trestle	$1,810.00
Amortized maintenance cost	1,410.00
	$3,220.00

We have this structure ready for contracting and I would suggest that we advertise at the November meeting. Settlement with the Power Company would not affect the type or cost of the structure needed for this replacement. I am attaching a copy for Mr. Devers should you approve of this suggested procedure.

Yours very truly,

G S Paxson

G. S. Paxson
Bridge Engineer

GSP:bd
cc J. M. Devers

F-191(10) Jordan Cr.-McNamars Camp 1949
Sec., Wilson River Hwy.
#3264

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K. H. Baldock

January 20th, 1951

Contract No. 3264
Jordan Creek-McNamers Camp

FINAL COST ANALYSIS

Asphaltic Concrete Paving
Warren-Northwest Inc., Contractors
Arthur Duffy, Resident Engineer

Prefix 29-1042-201
Wilson River Highway

	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Class "B" Asphaltic Concrete	16,325.6	Ton	$6.00	$4.87	$79,433.09	$97,953.60
Material in Shoulders	3,799	Cu. Yd.	2.50	2.03	7,712.45	9,497.50
Sprinkling	40.5	M-Gal.	2.50	2.33	94.46	101.25
3/4"-½" Cr. Mat'l. in S.P.	2,852.62	Cu. Yd.	2.00	2.17	6,178.77	5,705.24
½"-¼" " " " "	2,787.63	" "	2.00	2.17	6,040.04	5,575.26
¼"-0" " " " "	1,184.45	" "	2.00	2.17	2,565.52	2,368.90
PA #1, Excess 3/4"-0" in SP	2,521.77	" "	1.50	1.33	3,353.95	3,782.66
Screen Rejects	130.24	" "	0.25	0.25	32.56	32.56
Haul Rejects	117.2	Yd. Mi.	0.12	0.12	14.06	14.06
Haul Adjustment Favor of Contractor	629.2	Yd. Mi.	0.12	0.17	106.96	75.50
PO #10286, Class "B" Asphaltic Concrete	3,993.82	Ton	5.75	4.88	19,468.29	22,964.46
Maintenance Department Purchases	127.24	"	5.25	3.91	496.87	668.01
Work Done on Contract No. 3373 at Garibaldi:						
Class "B" Asphaltic Concrete	2,633.985	Ton	8.00	6.20	16,351.43	21,071.88
Emulsion in Seal Coat	10,170	"	60.00	39.38	400.51	602.28
Aggregate in Seal Coat	40	Cu. Yd.	6.00	5.35	213.85	240.00
					$142,462.81	$170,653.16

Gross Revenue	$170,653.36
Total Cost	142,462.81
Net Profit	$ 27,190.55

Net Profit Equals 15.9% of Gross Revenue

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Jordan Creek-McNamers Camp

Detail of Cost

Labor:			
Supervision		$2,250.00	
Labor		44,946.55	
Labor Insurance		2,878.99	
			$50,075.54
Materials:			
150-200 Asphalt	1,379 Tons at $20.00	$27,580.00	
Transport Freight on Asphalt		3,933.99	
Emulsified Asphalt	10.17 Tons at $24.06	244.51	
Mineral Aggregate	40 Cu. Yd. at $2.00	80.00	
			31,838.50
Equipment Rental & Miscellaneous Expense:			
Equipment Rental, Owned		$34,818.00	
Hired Trucks, Not Including Drivers		2,930.74	
Gas, Oil & Grease		10,081.43	
Move In, Freight & Cartage		2,783.45	
Public Liability & Property Damage Insurance		589.96	
Miscellaneous Supplies & Small Tools		1,690.11	
Field Office Expense		578.74	
Bond		1,279.89	
P.U.C.'s		676.86	
Home Office & General Overhead		5,119.59	
			60,548.77
Total Cost			$142,462.81

Jordan Creek-McNamers Camp

Breakdown of Crushing & Screening Costs

	Total Cost	Quantity	Unit	Cost of Crushed Material	Cost of Screened Material
Strip & Develop Pits & Plant Site	$1,335.60	31,608.5	Cu. Yd.	$0.042	$0.042
Move In & Set Up	4,509.75	"	" "	0.147	0.147
Load	3,823.40	"	" "	0.121	0.121
Haul to Crusher	5,541.38	"	" "	0.175	0.175
Crushing	14,690.48	27,809.5	" "	0.528	
Proratable Expense	6,845.31	31,608.5	" "	0.216	0.216
Cost of Crushed Material in Bunker	(34,086.62)	27,809.5	Cu. Yd.	$1.229	
Cost of Screened Material in Bunker	(2,659.30)	3,799.0	" "		$0.701
Total Cost	$36,745.92				

Average production of crushed & screened gravel 58 c.y. per operating hour.

Jordan Creek-McNamers Camp

Breakdown of Asphaltic Concrete Costs

	Total Cost	Quantity	Unit	Unit Cost
Move In & Set Up	$3,692.20	23,079.760	Ton	$0.160
Feeding Plant (D-7 and Dozer)	2,169.29	"	"	0.094
Heat & Mix	21,651.21	"	"	0.938
Aggregate	22,630.44	"	"	0.981
Muck Sand	1,076.71	"	"	0.140
Asphalt	32,397.61	"	"	1.404
Overhead & Proratable Expense	6,518.16	"	"	0.282
Cost at Plant	$90,135.62	23,079.760	Ton	$3.905

Cost of Class "B" Contract No. 3264 (68 Tons per Hour Av.)

Cost at Plant	$63,751.47	16,325.6	Ton	$3.905
Haul to Road (2.4 Mi. Av. Haul)	6,326.00	"	"	0.387
Street Cost	6,813.07	"	"	0.417
Traffic Control	2,542.55	"	"	0.156
	$79,433.09	16,325.6	Ton	$4.865

Cost of Class "B" PO 10286 (75 Tons per Hour Av.)

Cost at Plant	$15,592.33	3,992.915	Ton	$3.905
Haul to Road (3.3 Mi. Av. Haul)	1,942.26	"	"	0.478
Street Cost	1,512.45	"	"	0.379
Traffic Control	421.25	"	"	0.106
	$19,468.29	3,992.915	Ton	$4.878

Cost of Class "B" at Garabaldi (53 Tons per Hour Av.)

Cost at Plant	$10,294.95	2,633.985	Ton	$3.905
Haul to Road (32.6 Mi. Av. Haul)	3,971.13	"	"	1.508
Street Cost	1,415.65	"	"	0.537
Traffic Control	669.70	"	"	0.254
	$16,351.43	2,633.985	Ton	$6.204

Jordan Creek-McNamers Camp

Remarks:

This contract, which required the resurfacing with asphaltic concrete of 7.11 miles of the Wilson River Highway, was bid and awarded on December 19th, 1949. The contracting company also secured additional work in the same locality and produced the materials at the same plant sites used for the initial contract. Work was started on June 14th, 1950, and completed on September 15th, 1950.

The contracting company's medium sized Cedar Rapids portable plant, with the addition of a 24" x 36" jaw primary, was moved onto the job and operated 546 hours to produce 31,608 cu. yds. at an average of 58 cu. yds. per actual operating time. The plant was operated on a two 8-hour shift per day schedule, and of 35 days of overall time worked, only two days were lost due to breakdowns. A 3/4-yard shovel loaded at the gravel pits and three 5-yard trucks hauled to the crusher. Both plant and gravel pits were adjacent to the highway and situated 1.5 miles in from the west end of the project at M.P. 21.7. Efficient operation and good production resulted in low cost aggregate for the paving plant. Material for shoulders was screened gravel produced during the production of maintenance material.

A 3,000-lb. batch paving plant equipped with a single drying unit was set up adjacent to the crushing plant and during a period of 40 days, starting August 3rd, 1950, it was operated a total of 344½ hours to produce 23,080 tons, at an average of 67 tons per hour. There were no major breakdowns during the operating period and only a few hours lost due to rain. In addition to the initial contract, a purchase order for 3,994 tons was awarded on a 3.5-mile section adjoining the west end of the project. The contracting company also had the paving work on a section of the Coast Highway through the City of Garibaldi, and it was decided to produce the material at the Wilson River site and haul 32 miles to the job. On all the paving work a paving machine was used for spreading the material and flagmen and a pilot car were required.

The contracting company made a satisfactory profit on all the work due to low cost aggregate, favorable weather, a short move in distance of 66 miles, and a minimum of lost time from breakdowns and weather. The condition of the aggregate was favorable for the plant, with its limited drying capacity, because it was produced during the dry summer months from a dry gravel pit. Muck sand was also procured cheaply from a reject pile from an old crushing operation.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

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7-191 (10)

3264

OREGON STATE HIGHWAY COMMISSION

(date)
Jan. 19, 1951

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3264	5-final	Warren Northwest, Inc.	
(VOUCHER NO.)	**(WARRANT NO.)**	**(AMOUNT)**	**(DATE)**
86	R-7815	$ 3,618.99	1/18/51

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Aug. 31, 1950

Time Extensions: Extended to Sep. 25, 1950 without penalty

Completion Date: Sep. 25, 1950

Date Accepted: Dec. 19, 1950

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-19-51

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:
A. A. Wicklander

1-22-51, gf

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JAN 8 - 1951
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7-191 (10)

3264

January 4, 1951

NOTED
H. B. GLAISYER

United States Guarantee Co.
90 John Street
New York 7, N. Y.

Gentlemen:

Please be advised that State Highway Contract No. 3264, for resurfacing on the Jordan Creek-McNamara Camp Section of the Wilson River Highway in Tillamook County, has been completed by the contractor, Warren Northwest, Inc., and that final payment in the amount of $3,618.99 will be made on or after January 15, 1951.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

For your information the total contract amount is $125,106.53 and no force account work was performed on the project. This contract was completed on September 25 and accepted by the Highway Commission on December 19, 1950.

We are sending you this notice as your Company is surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Dooly & Co.
Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
JAN 8 - 1951
FOR FILING

7-191(10)

3264

January 2, 1951

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on December 19, 1950, had under discussion your request for an extension of time of 25 days, from August 31 to September 25, 1950, within which to complete your contract No. 3264 for resurfacing on the Jordan Creek-McNamara Camp Section on the Wilson River Highway in Tillamook County.

I am pleased to inform you that the Highway Commission granted your request without penalty. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: F. D. Eason,
Division Engineer

Arthur Duffy,
Resident Engineer

H. G. Smith

1-2-51

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DEC 19 1950
FOR FILING

7-191 (10)

3264

December 15, 1950

Request for Extension of Time
No. 9
December 19-20 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Warren Northwest, Inc. for an extension of time on Contract No. 3264, Jordan Creek-[illegible] Camp Section of the Wilson River Highway, from August 31, 1950 to September 25, 1950.

The paving work on this section was completed within a few days of the specified date and in good order, but due to other State obligations the contractor deferred the placing of shoulders for a few days. There was neither inconvenience to the traveling public nor added expense to this Department, and I would, therefore, recommend that the extension be granted without penalty. Mr. T. H. Davis of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

WCW:me:ko
cc W. C. Williams
H. G. Smith

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DEC 18 1950
FOR FILING

7-191 (10)

5264

422

December 12, 1950

Mr. T. M. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time on Contract No. 5264, Jordan Creek-McNamara Camp Section of the Wilson River Highway, Ore. F-191 (10) from August 31, 1950 to September 25, 1950 to Warren Northwest, Inc., Contractors.

The paving work on this section was completed within a few days of the completion date and in good order, but due to other State paving obligations the Contractor deferred the placing of the shoulders for a few days.

There was no inconvenience to the traveling public, and I would, therefore, recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By:

W. W. Stiffler
Assistant State Highway Engineer

cc: H. G. Smith

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OCT 30 1950
FOR FILING

7-191(10)

3264

October 30, 1950

United States Guarantee Co.
90 John Street
New York 7, N. Y.

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Warren Northwest, Inc. on contract No. 3264, for resurfacing on the Jordan Creek-McNamara Camp Section of the Wilson River Highway in Tillamook County. This payment, in the amount of $13,457.92, will be made on or after November 9, 1950. The retained percentage is $3,757.35.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Dooly & Co.
Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
[illegible]

Form E-1—1084—7-50

7-191 ( )

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 21, 1950

Section Jordan Creek-McNamars Camp

Kind of work Resurfacing

Highway Wilson River

Section prefix 29-1042

Contractor Warren Northwest, Inc.

Contract number 3264

Date of contract December 19, 1949

Date of completion September 25, 1950

Date work started June 14, 1950

Estimated date of completion , 19

Amount of contract $123,605.00

Per cent of time elapsed 116 %

Estimated cost of completed project, exclusive of engineering $121,462.23

Per cent of contract completed, based on total contract price . . . . 99 %

Engineering cost to date $5,240.00, 4.24 %

Date project was completed September 25, 1950

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The semi-final estimate was completed this week and will be delivered to the Division Office next Monday, October 23.

This is the final weekly report.

Note:

To date, the traffic stripe has not been painted. The length of the project is 7.11 miles. This, together with the additional 3.6 miles paved under purchase order, leaves a section of 11 miles without center line traffic stripe which has caused complaints during the recent foggy weather.

NOTED
H. G. [illegible]

RECEIVED

NOTED
H. W. LIBBY

NOTED
[illegible]

Signed Arthur Duffy

Address Box 169 Tillamook, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

NOTED
B. A. MARTIN

	GRADING	SURFACING Shoulders	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		7.11			7.11
Miles partially completed		7.11			7.11
Miles completed		7111			7.11
Total estimated quantities		3,799 cy	6,954 cy		16,326 ton
Estimated quantities moved or placed to date		3,799 cy	6,954 cy		16,326 "
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	rain		
Tuesday	rain		
Wednesday	rain		
Thursday	rain		
Friday	fair		
Saturday			

State Printing Dept. 41606

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F-191 (10)

3264

September 27, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advice you that work was completed on September 25, 1950 on Contract No. 3264, Jordan Creek-McNamara Camp Section, in connection with Federal Aid Project No. F-191 (10).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

cc: John Cattrall
DBP:md

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JUN 22 1950
FOR FILING

F-191 (10)

3264

K.

June 20, 1950

Mr. T. M. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was started on June 14, 1950 on Contract No. 3264, Jordan Creek-McNamors Camp Section, in connection with Federal Aid Project No. F-191 (10).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:cw

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BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF COMMERCE
~~PUBLIC ROADS ADMINISTRATION~~
~~FEDERAL WORKS AGENCY~~
DIVISION EIGHT

ALASKA
MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

May 11, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon F-191(10)
Jordan Creek-McNamara Camp Sec.
Wilson River Highway

Dear Sir:

Enclosed herewith for your files is an executed copy of the project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: LJCaufield
L. J. Caufield
Principal Highway Engineer

Encl.

Jor

rm PR 2 (Revised 1946)

CF 10

State Oregon

Federal Aid Project No. F-192(10)

PUBLIC ROADS ADMINISTRATION

FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 2nd day of May, 1950, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 26th day of August, 1949, a program, which was approved on the 14th day of November, 1949, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 1st day of December, 1949; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of seventy-four thousand and 00/100 dollars ($74,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 1065+00 in the SW 1/4, Section 17, T. 1 N., R. 7 W., W.M., and survey station 1441+50 in the NE 1/4, Section 6, T. 1 N., R. 6 W., W.M., except stations 1231+06 to 1232+61.

, length 7.080 miles, in Tillamook County, being Oregon Federal Aid project No. F-191(10), consisting of 7.080 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~[illegible] mile in length~~.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

10—11379-2

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of seventy-four thousand and 00/100 dollars ($74,000.00), which does not exceed the authorized Federal pro rata share of one hundred twenty-one thousand eight hundred eighty-five and 50/10 dollars ($121,885.50), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Ben R. Chandler

Chairman, State Highway Commission
(Title of officer)

By M. K. McIver

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Attest
H. B. Glaisyer
SECRETARY

RECOMMENDED FOR APPROVAL
R. H. Baldock
STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS,

By

Acting *Division Engineer,*
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 16—11379-2

RECEIVED
MAY 9 - 1950
OREGON

RECEIVED
APR 6 - 1950
FOR FILING

F-191 (10)

March 30, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate as basis for project agreement for the Jordan Creek-McNamara Camp Section, Project No. F-191 (10).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

[illegible]:gs

Encl.

Oregon State Highway Department   Federal Aid Project No. F-191 (10)

JORDAN CREEK-McNAMARA CAMP SECTION
OF THE WILSON RIVER HIGHWAY IN TILLAMOOK COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 28, 1950

Type Code 6201

Roadway (Sta. 1065+00 to 1441+50)

40	tons	Emulsified Asphalt in Tack Coat	$42.00	$ 1,680.00
16,500	tons	Class "B" Asphaltic Concrete	6.00	99,000.00
4,000	cu. yds.	Material in Shoulders	2.50	10,000.00
50	M-gal.	Sprinkling	2.50	125.00
			Subtotal	$110,805.00
			10% Engr. & Cont.	11,080.50
			Total	$121,885.50

Length of Roadway	7.080 miles
Length of Bridge(Exception)	0.029 mile
Total Length	7.109 miles
Cost per mile, Roadway	$17,215.46

Federal Aid Funds- -	$ 74,000.00
State Funds- -	47,885.50
	$121,885.50

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

[illegible] OF COMMERCE
[illegible] ROADS
~~PUBLIC ROADS ADMINISTRATION~~
~~FEDERAL WORKS AGENCY~~
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX [illegible]
PORTLAND 8, OREGON

December 19, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in the award of contract on Oregon Project No. F-191(10), Jordan Creek-McNamars Camp Section of the Wilson River Highway, to Warren Northwest Inc., Portland, Oregon, who submitted the low bid.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

December 14, 1949

Mr. T. H. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate to accompany plans and specifications for the Jordan Creek-McNamars Camp Section, Project No. F-191 (10), which estimate contains revised unit prices for the items of "Class "B" Asphaltic Concrete and Material in Shoulders."

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWH:ew

Encl.

Oregon State Highway Department

Federal Aid Project No. F-191 (10)

JORDAN CREEK-MCNAMARA CAMP SECTION OF THE WILSON RIVER HIGHWAY IN TILLAMOOK COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, December 14, 1949

Type Code 6201

Roadway (Sta. 1065+00 to 1441+50)

40	tons	Emulsified Asphalt in Tack Coat	$50.00	$ 2,000.00
16,500	tons	Class "B" Asphaltic Concrete	6.25	103,125.00
4,000	cu. yds.	Material in Shoulders	2.00	8,000.00
50	M-gals.	Sprinkling	3.00	150.00
			Subtotal	$113,125.00
			10% Engr. & Cont.	11,312.50
			Total	$124,437.50

Length of Roadway	7.080 miles
Length of Bridge (Exception)	.029 mile
Total Length	7.109 miles
Cost per mile, Roadway	$17,579.91

Federal Aid Funds- -	-$ 74,000.00
State Funds- -	- 50,437.50
	$124,437.50

Oregon State Highway Department   Federal Aid Project No. F-191 (10)

JORDAN CREEK-McNAMARA CAMP SECTION
OF THE WILSON RIVER HIGHWAY IN TILLAMOOK COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, ~~November~~ Dec ~~21~~, 1949

Type Code 6201

Roadway (Sta. 1065+00 to 1441+50)

40	tons	Emulsified Asphalt in Tack Coat	$50.00	$ 2,000.00	
16,500	tons	Class "B" Asphaltic Concrete	6.35 ~~6.00~~	~~99,000.00~~	[illegible]
4,000	cu. yds.	Material in Shoulders	2.00 ~~1.50~~	~~6,000.00~~	8[illegible]
50	M-gal.	Sprinkling	3.00	150.00	
		Subtotal		~~$107,150.00~~	113,125.00
		10% Engr. & Cont.		~~10,715.00~~	11,312.50
		Total		~~$117,865.00~~	124,437.50

Length of Roadway	~~7.084~~ 7.080 miles
Length of Bridge (Exception)	~~.025~~ mile .024 mile
Total Length	7.109 miles
Cost per mile, Roadway	$16,638.19 17,579.41

Federal Aid Funds- -	$ 71,000.00	7[illegible]
State Funds- -	46,865.00	50431.50
	$117,865.00	124437.50

November 21, 1949

Mr. T. K. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate, and four copies of right of way statement to accompany plans and specifications for the Jordan Creek-McNamara Camp Section, Project No. F-191 (10).

Six bid proposals and one set of full size plans are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN:gs

Encl.

JORDAN CREEK-McNAMARS CAMP SECTION

PROJECT NO. F-191 (10)

All necessary rights of way have been acquired for this project.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

November 21, 1949

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
~~PUBLIC ROADS ADMINISTRATION~~
~~FEDERAL WORKS AGENCY~~
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX [illegible]
PORTLAND 8, OREGON

December 1, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.&E. documents for Oregon Project F-191(10), Jordan Creek-McNamara Camp Section of the Wilson River Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

RECEIVED
DEC 2 1949
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 17 1950
FOR FILING

7-191 (10)

3264

January 16, 1950

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

We are sending you today a fully executed copy of contract No. 3264 which was awarded to you on December 19, 1949 by the State Highway Commission covering pavement resurfacing on the Jordan Creek-McNamara Camp Section of the Wilson River Highway in Tillamook County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md
Enc.

Recorded 1/16, 50

RECEIVED
DEC 22 1949
FOR FILING

7-191 (10)

December 21, 1949

Warren Northwest Inc,
P.O. Box 5072
Portland 13, Oregon

Gentlemen:

The State Highway Commission on December 19, 1949, awarded you the contract for pavement resurfacing on the Jordan Creek-McNamara Camp Section of the Wilson River Highway in Tillamook, County. This award was based on your low bid of $123,605.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

cc - S.H. Probert

30-1032 Umatilla River Bridge Widening 1949
in Umatilla on the Col. River
Hwy.

#3265

RECEIVED
JAN 15 1952
FOR FILING

[illegible]

(CONTRACT NO.) 3265

OREGON STATE HIGHWAY DEPARTMENT
(date)
Jan. 8, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3265	20-final	Archie E. Averill
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT) (DATE)
22504	E-30948	$7371 51 Jan. 8, 1952

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. A. Wichlander
ACCOUNTING DIVISION

Specified Completion Date: Dec. 31, 1950

Time Extensions: To Sep. 21, 1951

Completion Date: Sep. 21, 1951

Date Accepted: Nov. 8, 1951

Penalties: None of record (a time extension penalty was later waived)

Claims: None outstanding of record

Remarks:

Date: 1-10-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: JAN 11 1952
To: Aetna Cas & Surety Co
A A Wichlander Port-

RECEIVED
JAN 7 1952
FOR FILING

Mrs Lewis

30-1032

3265

January 4, 1952

The Aetna Casualty & Surety Company
Portland Service Department
308 Yeon Building
Portland 4, Oregon

Gentlemen:

We have received a letter from Umatilla Ready-Mix Concrete Company dated January 2nd in which they write as follows:

"In answer to your letter of 28 December, this is to advise that our claim again Archie Averill has been paid in full. . . ."

This is the claim concerning which your office was notified on December 26, 1951, and was recorded in this office as being in the amount of $84.95.

This information is provided as The Aetna Casualty and Surety Company appears as surety on the performance bond furnished with Contract No. 3265 for widening the Umatilla River Bridge on the Columbia River Highway in Umatilla County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Mr. G. Cyrus Bishop
319 Yeon Building
Portland 4, Oregon

Mr. Archie R. Averill
18222 S. E. River Road
Portland 22, Oregon

NOTED ON CARD

1-4-52

RECEIVED
JAN 7 1952
FOR FILING

Mrs Lewis

30 1032

3265

January 4, 1952

Umatilla Ready-Mix Concrete Company
Box 222
Umatilla, Oregon

Attention: Mr. J. B. Redwine

Gentlemen:

We acknowledge with thanks your letter of January 2 in which you state that you claim against Archie Averill has been paid in full.

This claim was in connection with State Highway Contract No. 3265.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD

1-4-52, g

J. B. REDWINE O. C. REDWINE

UMATILLA READY-MIX CONCRETE COMPANY
PHONE 466
BOX 222 · UMATILLA, OREGON

2 January 1951

3265

Oregon State Highway Dept.,
Salem, Oregon.

Gentlemen:

In answer to your letter of 28 December, this is to advise that our claim again Archie Averill has been paid in full.

Thanking you for your cooperation, we are

Very truly yours,
UMATILLA READY MIX CO
By Redwine

REFERRED TO Quilley y Mrs. Lewis
BY SECRETARY

prepare usual letter & record on card.

Does this clean up all of the claims and are we now in position to release the final estimate payment?
DHS

Yes F.D.

RECEIVED
JAN 4 1952
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD
1-4-52 J

THE ÆTNA CASUALTY AND SURETY COMPANY
HARTFORD, CONNECTICUT
AFFILIATE OF
ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

PORTLAND OFFICE
HAYWARD ANDREWS, MANAGER
308 YEON BUILDING
CAPITOL 9111

PORTLAND 4, ORE.

Dec. 28, 1951

Oregon State Highway Department
Salem, Oregon

Attention: H. B. Glaisyer

RE: Contract 3265
Umatilla River Bridge
Archie R. Averill

Dear Mr. Glaisyer:

This will acknowledge receipt of your letter of Dec. 26 concerning the account of the Umatilla Ready-Mix Co. and will confirm our telephone conversation of today with you relative to the account. Our files indicate that under date of Dec. 17 our draft in the amount of $76.58 was issued to the Umatilla Ready-Mix people and A. R. Averill covering the account after deduction of the agreed discount. I trust that this information will complete your file.

Very truly yours,

GEORGE A. MERCER, ADJUSTER

O. D. Shead

BY: O. D. Shead, Adjuster

ODShead/vr

cc: A. R. Averill
cc: Umatilla Ready-Mix Co.

REFERRED TO
[illegible]
BY SECRETARY

Have you heard from Ready Mix Co.?
[illegible] write to them to verify
pay of acct 12-28-51

BANK AND AGENT
AUTO PLAN

Mrs Lewis

RECEIVED
DEC 31 1951
FOR FILING

30-1032

3265

December 28, 1951

Umatilla Ready-Mix Concrete Company
Box 222
Umatilla, Oregon

Attention Mr. J. B. Redwine

Gentlemen:

A reply of the Aetna Casualty and Surety Company who furnished the bond for Archie Averill on Contract No. 3265 has stated that your claim in the amount of $84.95 was paid by the surety on December 17, 1951.

Will you please confirm this information so that we may close our records?

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FAQ:ehr

NOTED ON CARD
12-28-51, JL

RECEIVED
DEC 31 1951
FOR FILING

30-1032

3265

Mrs Lewis

Salem, Oregon
December 28, 1951

Mr. C. H. Maison, Manager
Accounting Division

Dear Mr. Maison:

We have received evidence from The Aetna Casualty and Surety Company that claims of the Mercer Steel Company and the Portland Wire and Iron Works have been paid in full; therefore, final payment on Contract 3265 may be released to the surety in conformance with the assignment to them.

Very truly yours

Secretary

FAQ:md

cc - ~~E. A. Collier~~
Paxson

NOTED ON CARD
12-28-51 jg

Mrs Lewis

December 28, 1951

The Aetna Casualty and Surety Company
308 Yeon Building
Portland 4, Oregon

Attention: Mr. George A. Mercer

Gentlemen:

This is to acknowledge your letter of December 17 to which was attached a Release and Assignment by the Portland Wire and Iron Works stating that their claim in the sum of $4,692.00 has been paid and a Release and Assignment signed by W. E. Mercer stating that the claim of $1,139.83 has been fully paid. Both of these claims were filed against Archie R. Averill on the Umatilla River Bridge Section of the Columbia River Highway in Umatilla County, known as State Highway Contract 3265.

Amounts withheld on the contract will be released to your Company in accordance with the Assignment received in this office on December 10, 1951.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:mi

NOTED ON CARD

12-28-51 gC

THE ÆTNA CASUALTY AND SURETY COMPANY
HARTFORD, CONNECTICUT
AFFILIATE OF
ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

PORTLAND OFFICE
HAYWARD ANDREWS, MANAGER
308 YEON BUILDING
CAPITOL 9111

PORTLAND 4, ORE.

Dec. 17, 1951

State of Oregon
Highway Commission
Salem, Oregon

Attention: H. B. Glaisyer

RE: State of Oregon
Highway Contract 3265
Umatilla Bridge Project
Archie R. Averill-Contractor

Gentlemen:

In accordance with our recent conversation I am enclosing herewith signed copies of the release and assignment executed by:

1-Mercer Steel Co. in the amount of $1129.83
2-Portland Wire & Iron Works in the amount of $4692.00.

According to the information these are the only claims filed under the contract and as far as we know bills in connection with materials and labor have been satisfied. Would you, therefore, kindly forward the draft covering the retained percentage and the final payment to this office in line with the assignment previously executed by Mr. Averill and sent to your office.

We with to take this opportunity of thanking you for your kind cooperation.

Very truly yours,

GEORGE A. MERCER, ADJUSTER

O. D. Shead

BY: O. D. Shead, Adjuster

ODShead/vr
Encl.

BANK AND AGENT
AUTO PLAN

12-20-51

RELEASE AND ASSIGNMENT

December 14, 1951
Date

Received of The Ætna Casualty and Surety Company
Four Thousand Six Hundred Ninety-two and no/100 ($ 4 692.00)
in full payment and satisfaction of claim due the undersigned for labor and/or materials furnished to Archie R. Averill

in connection with contract between Oregon State Highway Commission
Bridge Contract No. 3265 and
Archie R. Averill
for the construction of Umatilla River Bridge

It is understood that The Ætna Casualty and Surety Company pays to the undersigned the aforementioned sum of money because of and by reason of its having executed a bond for said Archie R. Averill in connection with the aforesaid contract.

The undersigned represents that the above account is a true and just account due and owing the undersigned for labor and/or materials furnished for and used in or about the construction of the aforementioned work. The undersigned further represents that full payment for such material has been made to others by the undersigned and that no title or interest of any nature in the above mentioned claim has been assigned or transferred to others.

The undersigned further agrees that in consideration of the above payment made at this date, and in event that the total valid claims chargeable against the bond aforesaid shall exceed the penalty of said bond, the undersigned will accept its pro rata share of said bond penalty in full satisfaction of all claims against The Ætna Casualty and Surety Company and will refund to The Ætna Casualty and Surety Company the amount by which the payment above mentioned may exceed the pro rata share of the undersigned in such bond penalty.

The undersigned hereby assigns, transfers, sells and sets over to The Ætna Casualty and Surety Company all rights which it may have against any persons, firms, boards or corporations by reason of its having furnished the labor and/or materials aforesaid.

Portland Wire & Iron Works
By A. L. Foster
Vice Pres

C. A. Lomax
Witness

(S-1496)

RELEASE AND ASSIGNMENT

December 14, 1951
Date

Received of The Ætna Casualty and Surety Company One Thousand One Hundred Twenty-nine and 83/100 ($1129.83) in full payment and satisfaction of claim due the undersigned for labor and/or materials furnished to Archie R. Averill

in connection with contract between Oregon State Highway Commission Contract No. 3265 and Archie R. Averill

for the construction of Umatilla River Bridge

It is understood that The Ætna Casualty and Surety Company pays to the undersigned the aforementioned sum of money because of and by reason of its having executed a bond for said Archie R. Averill in connection with the aforesaid contract.

The undersigned represents that the above account is a true and just account due and owing the undersigned for labor and/or materials furnished for and used in or about the construction of the aforementioned work. The undersigned further represents that full payment for such material has been made to others by the undersigned and that no title or interest of any nature in the above mentioned claim has been assigned or transferred to others.

The undersigned further agrees that in consideration of the above payment made at this date, and in event that the total valid claims chargeable against the bond aforesaid shall exceed the penalty of said bond, the undersigned will accept its pro rata share of said bond penalty in full satisfaction of all claims against The Ætna Casualty and Surety Company and will refund to The Ætna Casualty and Surety Company the amount by which the payment above mentioned may exceed the pro rata share of the undersigned in such bond penalty.

The undersigned hereby assigns, transfers, sells and sets over to The Ætna Casualty and Surety Company all rights which it may have against any persons, firms, boards or corporations by reason of its having furnished the labor and/or materials aforesaid.

Witness

(S-1496)

November 26, 1951

Mr. George A. Mercer, Adjuster
The Aetna Casualty & Surety Co.
308 Yeon Building
Portland 4, Oregon

Attention: Mr. O. D. Shead, Adjuster

Dear Mr. Shead:

Further reference is made to your letters of November 2 and November 9, 1951, concerning payments to Archie R. Averill in connection with his contract with the State Highway Commission No. 3265 for widening the Umatilla River bridge.

You inquire as to what arrangements can be made for release of the retained percentages upon assurance that all proper bills incurred in connection with the project will be paid promptly upon receipt by you of the final payment, including retained percentages.

In my letter of November 19, 1951, I told you that we anticipated that such an arrangement could be made. Our Legal Department has prepared a form of indemnity agreement covering the matter, original and two copies of which I am enclosing. If the Aetna Casualty & Surety Co. approves payment of the final estimate on the conditions set forth in the indemnity agreement, will you please have the agreement executed by the proper official, and return to me the original and one copy, both signed. The voucher covering the payment will then be placed in line for immediate payment, and a warrant will be made payable to Archie R. Averill, assigned to the Aetna Casualty & Surety Co., pursuant to the provisions of the assignment which you forwarded with your letter of November 9, 1951.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ls

original assignment to Geary - McFarland 12/10/51
signed "copy" to auditor.

FORM E-20 25M 3-51 47196

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

November 23, 1951

SUBJECT: Contract No. 3265
Umatilla River Bridge
Widening Project
Archie R. Averill, Contractor

To: Mr. H. B. Glaisyer
Secretary

Dear Mr. Glaisyer:

Herewith you will find the original and four copies of the Indemnity Agreement to be executed by the Aetna Casualty and Surety Company in connection with State Highway Contract No. 3265.

You will recall that the above company has an assignment of claim from Archie R. Averill, who was the contractor of said Contract No. 3265.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By Thomas J Reeder

Thomas J. Reeder

TJR:amc
Enc.

November 19, 1951

Mr. George A. Mercer, Adjuster
The Aetna Casualty & Surety Co.
308 Yeon Building
Portland 4, Oregon

Attention: Mr. O. D. Shead, Adjuster

Dear Mr. Shead:

This is a belated acknowledgment of your letters of November 2, 1951 and November 9, 1951, concerning payments to Archie R. Averill in connection with State Highway Contract No. 3265 awarded to him by the State Highway Commission for widening the Umatilla River Bridge.

In your letter of November 9, you enclose an assignment given by Mr. Averill to The Aenta Casualty and Surety Co. This appears to be satisfactory and we will honor it when future payments are made.

As to release of retained percentage to you upon assurance that all proper bills owing under the contract will be paid promptly after you receive the final amount, this is a matter concerning which I cannot definitely advise you at the moment. I have referred your letters to the Legal Department and the attorneys are now studying the request. It is anticipated we can grant it. We will know some time before the end of the week. I will let you know just as quickly as I can.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ls

THE ÆTNA CASUALTY AND SURETY COMPANY
HARTFORD, CONNECTICUT
AFFILIATE OF
ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

PORTLAND OFFICE
HAYWARD ANDREWS, MANAGER
308 YEON BUILDING
CAPITOL 9111

PORTLAND 4, ORE.
Nov. 9, 1951

Oregon State Highway Department
Salem, Oregon

Attention: H. B. Glaisyer

RE: Contract No. 3265
Umatilla River Bridge
Widening project
Archie R. Averill, Contractor

Dear Mr. Glaisyer:

We enclose herewith Assignment of Claim executed by Archie R. Averill to the Ætna Casualty & Surety Company, 310 Yeon Building, Portland, Oregon in connection with the final payment on the contract of $7,371.51.

We wrote you on Nov. 2, 1951 asking, among other things, as to what arrangements this company can make with your office for release of the retained percentage to us upon our assurances that all proper bills on the contract will be paid promptly after payment of the retainage and the final payment. If your commission has a form of indemnifying agreement to be executed by the company to affect such an arrangement, would you kindly forward it to us.

We thank you in advance for your cooperation.

Very truly yours,

GEORGE A. MERCER, ADJUSTER

O. D. Shead

BY: O. D. Shead, Adjuster

ODShead:bc
Encl.

BANK AND AGENT
AUTO PLAN

ACKNOWLEDGED
H. B. GLAISYER

THE ÆTNA CASUALTY AND SURETY COMPANY
HARTFORD, CONNECTICUT
AFFILIATE OF
ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

PORTLAND OFFICE
HAYWARD ANDREWS, MANAGER
308 YEON BUILDING
CAPITOL 9111

PORTLAND 4, ORE.
Nov. 2, 1951

Oregon State Highway Commission
Salem, Oregon

Attention: R. H. Baldock
State Highway Eng.

RE: Contract No. 3265
Umatilla River Bridge Widening
Archie R. Averill

Gentlemen:

Your records will show that under date of April 9th, 1951 Mr. Averill filed with your office an assignment to the Ætna Casualty Co. of all payments due or to become due under the above captioned contract.

It is our understanding that the contract has been satisfactorily completed and accepted though we have not received notice of formal acceptance.

We would appreciate receiving information as to the amount of the final payment on the contract and as to when the payment will be made.

According to our records the retained percentage is in the amount of $7075.50 and two claims, those of the Portland Wire and Iron Co. and the Mercer Steel Co. totally $5821.83, have been filed. Would you kindly advise as to what arrangements we can make with your office for release of the retained percentage to us upon our assurances that all proper bills on the contract will be paid promptly after payment of the retainage and final payment.

Very truly yours,

GEORGE A. MERCER, ADJUSTER

O. D. Shead

BY: O. D. Shead, Adjuster

ODShead/vr

REFERRED TO
[illegible]
BY SECRETARY

[illegible] information for [illegible]

BANK AND AGENT
AUTO PLAN

ACKNOW[illegible]
H. B. C[illegible]

Mr Glaisyer

Averill contract 3265

Completed 9-21-51

accepted 11-8-51

retained $7371.51 Surety notified 11-2 that final would be paid after acceptance providing claims were paid. (Final est. voucher was sent to Averill 11-1 & has not been returned)

Claims		
	Mercer Steel Co.	$1129.83
	Portland Wire & Iron Works	$4692.00
		5821.83

Both claims [illegible] paid
[illegible] d. 12/20/51
accepted [illegible] Docs [illegible]
[illegible]

Never Been
Executed -
Says Mr. Glaiper
4-17-52

INDEMNITY AGREEMENT

THIS AGREEMENT made and entered into this ____________________ day of ____________________, 1951, by THE AETNA CASUALTY AND SURETY COMPANY, hereinafter called "Company" to the State of Oregon, by and through its State Highway Commission, hereinafter called "State";

WITNESSETH:

RECITALS:

1. Heretofore State and Archie R. Averill entered into a certain contract, which is more particularly described as State Highway Contract No. 3265, which project called for the widening of the Umatilla River Bridge.

2. Said contract has been satisfactorily completed and accepted by the State and State acknowledges that the sum of Seven Thousand Three Hundred Seventy-one and 51/100 ($7,371.51) Dollars as final payment is due and owing by State to said Contractor or his assignee.

3. Archie R. Averill, the Contractor, made and duly executed an assignment of claim to the Company of the said sum of Seven Thousand Three Hundred Seventy-one and 51/100 Dollars ($7,371.51) on November 6, 1951, and said Company thereby assumed all of the interest, rights and obligations remaining under said contract.

4. State has been advised that there are several outstanding claims arising out of or in connection with said contract, and with respect to said outstanding claims the Company is obligated to pay the same and is desirous of fulfilling this obligation upon the said final payment from the State.

TJR:PW
11/23/51

5. State is willing to release said final payment due under said contract in the sum of Seven Thousand Three Hundred Seventy-one and 51/100 Dollars ($7,371.51) to Company in consideration of a full indemnity agreement, which will indemnify the State upon the conditions and covenants, as follows:

NOW, THEREFORE, in consideration of payment of the sum of Seven Thousand Three Hundred Seventy-one and 51/100 Dollars ($7,371.51), receipt of which is hereby acknowledged, the undersigned, The Aetna Casualty and Surety Company, 310 Yeon Building, Portland 4, Oregon, as assignee of the claim which Archie B. Averill has against the State arising out of or in connection with State Highway Contract No. 3265, hereby agrees to indemnify the State of Oregon, the State Highway Commission, members thereof, its officers, agents and employes, from any and all claims for loss, injury, damage or compensation of any kind whatever, actions or costs of actions arising out of or in any way connected with State Highway Contract No. 3265, including the claim of Mercer Steel Company, which is due and owing in the sum of One Thousand One Hundred Twenty-nine and 83/100 Dollars ($1,129.83), the claim of Portland Wire and Iron Works, due and owing in the sum of Four Thousand Six Hundred Ninety-two and no/100 Dollars ($4,692.00), and any and all other outstanding claims which are now due or may become due in connection with or arising out of said State Highway Contract No. 3265, and said Company agrees to promptly pay all of the above said lawful claims.

TJR:PV
11/23/51

IN WITNESS WHEREOF, the Company has executed this agreement and affixed its seal the day and year first above written.

THE AETNA CASUALTY AND SURETY COMPANY

By______________________________

By______________________________

RECEIVED
DEC 21 1951
FOR FILING

30-1032

3265

Mrs. Lewis

December 26, 1951

Umatilla Ready-Mix Concrete Company
Box 222
Umatilla, Oregon

Attention: Mr. J. B. Redwine

Gentlemen:

We have your letter of December 20 concerning your claim against Archie Averill on Contract No. 3265 for widening of the Umatilla River Bridge on the Columbia River Highway in Umatilla County. This contract was completed September 21, 1951, and was accepted by the Commission on November 8, 1951. Final payment, however, has not yet been made.

The Aetna Casualty and Surety Company through G. Cyrus Bishop, 319 Yeon Building, Portland 4, furnished the performance bond for this contract. This bond not only assures satisfactory completion of the project but also payment of all bills incurred in connection with the job. If you have not already done so, it is suggested that you present your claim to the surety.

If you feel that is is necessary to protect your claim for a period longer than six months following completion of the job and acceptance by the Commission, it is suggested that you file your claim with the Secretary of State. For your convenience in preparing such a filing we have attached excerpts from the Oregon Law outlining the necessary procedure.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

[illegible]

12-26-51 Lgl

FAQ:md
Attach.

REDWINE

O. C. REDWINE

UMATILLA READY-MIX CONCRETE COMPANY

PHONE 408

BOX 222 - UMATILLA, OREGON

20 December 1951

State Highway Commission,
Salem, Oregon.

Gentlemen:

We poured the concrete for Archie R. Averill on contract #3265 which called for the widening of the Umatilla River bridge. Mr. Averill completed this job toward the end of September, however, our final payment of $84.95 has not yet been received from him.

We were wondering whether Mr. Averill had received his final payment from the State on this job, and whether we were still in a position to file a claim for this amount.

Very truly yours,

UMATILLA READY MIX CO

By J B Redwine

12-24-51 18

RECEIVED
DEC 21 1951
FOR FILING

30-1032

3268

Mrs Lewis

December 26, 1951

The Aetna Casualty and Surety Company
Portland Service Department
308 Yeon Building
Portland 4, Oregon

Gentlemen:

We have today received a letter from Umatilla Ready-Mix Concrete Company, Box 222, Umatilla, Oregon, stating that Archie Averill owes them $84.95 for concrete furnished to him on State Highway Contract No. 3265 for widening of the Umatilla River Bridge on the Columbia River Highway in Umatilla County.

This information is provided as your Company appears as surety on the performance bond furnished with the above-mentioned contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:me

cc - Mr. G. Cyrus Bishop
319 Yeon Building
Portland 4, Oregon

Mr. Archie R. Averill
18222 S. E. River Road
Portland 22, Oregon

NOTED ON CARD

12-26-51 gl

RECEIVED
DEC [illegible] 1951
FOR FILING

30-1032

3265

AMERATA & SCHRAM

440 Mead Building
Portland, Oregon

December 13, 1951

C
O
P
Y

Union Pacific Railroad Company
Pittock Block
Portland, Oregon

Attention: Mr. Fred J. Betz, Attorney

Re: Glens Falls Indemnity Policy SPL 83936
Railroad Protective Insurance O.W.R. & N. et al
Parker-Schram Company
Hood River-Mosier Section, Columbia River Highway
Contract #3265 Oregon State Highway Commission

[illegible] to Mr. [illegible]

Gentlemen:

Pursuant to the telephone conversation of this date between Mr. Betz and the writer relative to reference insurance policy, we are happy to enclose endorsement number 3 properly countersigned by this agency as agents for the Glens Falls Indemnity Company. This endorsement more adequately defines the wording of "Division 6 - Independent Contractors".

During our conversation it was agreed that the other questions contained in Mr. Althof's letter of November 13 were answered in our letter of November 15 addressed to Parker-Schram Company with the exception of naming the Pacific Fruit Express as an additional assured under this policy. We will discuss this problem with Parker-Schram Company and the Glens Falls Indemnity Company as you indicated that there was a requirement contained in the railroad company contract with the Oregon State Highway Commission. It was our understanding that this contract provides that insurance be secured for other persons, corporations or firms lawfully occupying the premises of the railroad. We contended that this was not rightfully a railroad protective coverage and that if insurance is to be provided there would be an additional premium involved for naming them as additional assureds on this policy or for writing a seperate policy on their behalf. We estimated the additional cost would not exceed 25% of the cost of the railroad protective policy referred to above; however, a definite quotation would have to be obtained from the company with rates predicated on the policy limits of liability and the degree of hazard involved.

We believe that the Pacific Fruit Express as such has adequate protection either under this policy as written or Parker-Schram Company's regular liability and property damage policy, namely Glens Falls policy CL 107003. They are protected for damages to persons or property arising out of the operations covered under these policies. We will advise you further when we have had an opportunity to discuss the matter with our principals.

Thank you for your cooperation and the kindness of your call.

Yours very truly,

AMERATA & SCHRAM
(sgd) Frank Amerata
Frank Amerata

cc Mr. R. H. Baldock
Parker-Schram Company
Glens Falls Indemnity Company
Mills Tower, S. F.

RECEIVED
NOV [illegible] 1951
FOR FILING

30-1032

3265

November 27, 1951

Mr. Archie R. Averill
18222 S. E. River Road
Portland 22, Oregon

Dear Sir:

The State Highway Commission, at its meeting held on November 8, 1951, had under discussion your request for an extension of time of 83 days, from July 2 to and including September 21, 1951, within which to complete your contract No. 3265 for widening Umatilla River Bridge on the Columbia River Highway in Umatilla County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: E. F. Chidsey,
Division Engineer

H. M. Teel,
Resident Engineer

O. S. Paxson,
Bridge Engineer

NOTED ON CARD
11-27-51 gl

RECEIVED
NOV [illegible] 1951
FOR FILING

[illegible]

[illegible]

November 6, 1951

Mr. George H. Corey
Attorney at Law
Bond Building
Pendleton, Oregon

Dear Mr. Corey:

State Highway Contract No. 3265 for widening the Umatilla River Bridge on the Columbia River Highway in Umatilla County was awarded to Archie R. Averill on December 19, 1949. The contract was completed September 21, 1951, but to date has not been accepted by the Commission. The Aetna Casualty and Surety Company through G. Cyrus Bishop, 319 Yeon Building, Portland 4, furnished the performance bond for this contract.

This information is in reply to your letter of November 2nd.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

GEORGE H. COREY
ATTORNEY AT LAW
PENDLETON, OREGON

November 2, 1951

3265

State Highway Commission
State of Oregon
Salem, Oregon

Gentlemen:

I am representing Cecil Trott and Malcolm Trott who have a claim against Archie Averill growing out of a contract which Mr. Averill had for the construction of a bridge across the Umatilla River immediately west of Umatilla, Oregon. It is my understanding that Mr. Averill's contract was with the State of Oregon and that information with reference to his bond will be in your office.

It will be appreciated if you can advise me if Mr. Averill's contract is with the State of Oregon and also the date of completion of the contract with an acceptance of the work by the affirmative action of the State of Oregon in accordance with 98-101, O.C.L.A.

If we are within the statutory period I will furnish you an affidavit requesting certified copy of the contract and bond.

Thank you for your courtesy in connection with this matter.

Yours very truly,

George H. Corey
George H. Corey

GHC:CM

REFERRED TO
BY SECRETARY

RECEIVED
FOR FILING

33-1032
3265

4-D
10-11-51

November 6, 1951

Mr. Archie R. Averill
18222 S. E. River Road
Portland 22, Oregon

Dear Mr. Averill:

The Highway Commission at its meeting on October 11 considered a request that the engineering penalty be waived previously assessed for failure to complete Contract No. 3265 within the specified time limit. After carefully considering the facts as presented by the Engineer, I am pleased to inform you that the Commission rescinded the assessment of engineering penalties on this contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - The Aetna Casualty & Surety Company
308 Yeon Building
Portland 4, Oregon

FORM E-50 25M 8-51 47190

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 14, 1951

SUBJECT: Umatilla River Bridge Widening

To: Mr. W. C. Williams
Asst. State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Sir:

I am attaching hereto a letter from Archie R. Averill, contractor for the widening of the Umatilla River Bridge at Umatilla, in which he asks that we reconsider the assessment of engineering costs due to overrun of contract time on the project.

This contract was awarded to Mr. Averill on December 19, 1949, with a contract completion date of December 31, 1950. Pursuant to our recommendation, the Highway Commission, at its meeting on January 23, 1951, extended the contract time to and including July 1, subject to the contractor reimbursing the State for all engineering costs incurred after April 30, 1951.

This job is not yet complete and we estimate that it will take until September 15 to complete it. The engineering costs which would be assessed against the contractor will be between $2,500 and $3,000.

Averill is a small contractor who has worked for us for many years, and, while we have had numerous overruns of contract time on his jobs, he has done good work and his bids have been reasonable; in fact, too low to have given any reasonable margin of profit. On this particular job our estimate was $121,970. We received five bids as follows:

Archie R. Averill	$ 94,340
E. C. Hall Company	114,280
Valley Construction Company	124,925
Del R. Beebe Construction Co.	139,960
General Construction Company	194,900

You can see from the above that Mr. Averill was unreasonably low on his bid on the project.

The long overrun in time has unquestionably increased our engineering costs, and even with the penalty assessed against him these costs are greater than the allowance set up for the project. However, in view of Mr. Averill's past record and in view of the advantage to the State to keep him in business, I would suggest that we recommend to the Highway Commission that they reconsider the assessment of engineering penalties against Mr. Averill on this project.

Very truly yours,

G S Paxson

G. S. Paxson
Bridge Engineer

GSP:gm

NOTED ON CARD

ARCHIE R. AVERILL
Contractor
ROUTE 10 · BOX 874
PORTLAND 2, OREGON

July 30 1951

Oregon State Highway Commission
Salem Oregon.

Attention R.H.Baldock

Dear Sir,

In connection with My contract for the widening of the Umatilla River Bridge, there arises the question of engineering fees on account of the extra time required to complete the contract.

I have been building bridges for your Commission for eighteen years and during that time my contracts have been completed satisfactorily.I have always cooperated with your engineers and have tried to do good jobs.

This job has been a particularly unfortunate one for me financially. I have had trouble in getting a sufficient efficient labor supply. The nearby dam jobb took the local labor availabe and most of the labor comimg from outside. I got what the dam contractors did not want. There was unseasonable hight water. Material prices all advanced. Some lumber prices almost doubled. The low price at which I took the job and at which I should have done the work at a reasonable profit, did not yield sufficient funds for financing the work at a greater rate of progress even if I had been able to get more competent workmen.

My bonding company company has cooperated with me so that I hope to complete the contract with a small working capital left over if I may receive your consideration in respect to the engineering fees which it is your right to assess. There has not been a time during the last twenty years when a dollar meant so much to me as it does right now. If you were able to waive the engineering fees altogether , you would still have a good bridge at a very moderate cost.

I hope to have a small working capital left to do more work for you when this job is completed and your consideration now will mean a great deal to me in the future.

Yours truly,

Archie R Averill

Archie R.Averill

RECEIVED
NOV [illegible] 1951
FOR FILING

30-1032

3265

November 2, 1951

The Aetna Casualty & Surety Co.
Portland Service Department
308 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 3265 for widening of the Umatilla River Bridge on the Columbia River Highway in Umatilla County, was completed by the contractor, Archie R. Averill, assigned to your Company, on September 21, 1951 but has not as yet been formally accepted by the Highway Commission.

Final payment in the amount of $7,371.51 will be released to the contractor after acceptance of the project by the Commission provided outstanding claims have been paid and this office advised. The total contract amount is $91,274.23, of which amount $104.81 represents force account items.

There is a claim filed against this project by the Mercer Steel Co. amounting to $1,129.83, and a claim filed by Portland Wire & Iron Works in the amount of $4,692.00, of which you have been previously notified.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query,
Acting Secretary

gl

cc: Mr. G. Cyrus Bishop
319 Yeon Bldg.
Portland 4, Oregon

NOTED ON CARD

11-4-51

RECEIVED
OCT 30 1951
FOR FILING

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3265

October 26, 1951

Request for extension of time
No. 8
November 8 and 9 meeting

State Highway Commission

Gentlemen:

Re: Umatilla River Bridge Widening
Contract No. 3265
Archie R. Averill, Contractor

Archie R. Averill, contractor for the Umatilla River Bridge Widening on the Columbia River Highway in Umatilla County, is requesting a second extension of time from July 2, 1951 to and including September 21, 1951, for the completion of the work under his contract. Mr. Averill was given a prior extension of time to and including July 1, 1951 subject to the contractor reimbursing the State for all engineering costs incurred after April 30, 1951. Approval was given by the Highway Commission at its meeting on October 11 and 12 to relieve the contractor of the necessity of paying the engineering assessment.

I recommend that the extension of time requested be granted without penalty to the contractor. This is a State Project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

Attached

RECEIVED
SEP 21 1951
FOR FILING

September 19, 1951

Oregon State Highway Commission

Gentlemen:

On December 19, 1949 we entered into a contract with Archie H. Averill, contractor for the widening of the Umatilla River Bridge at Umatilla. Mr. Averill's bid was $94,340, which was approximately $20,000 under the second low bid of $114,280. There was a total of five bids ranging up to a high of $194,900. The Engineer's estimate was $121,970, which indicates that the contractor's bid was lower than it reasonably should have been.

Mr. Averill is a small contractor who has built many small bridges for the State and has always done good work, and his bids have been reasonable; in fact, too low to have given a reasonable margin of profit on many. On this particular job at Umatilla, Mr. Averill overran his time limit, and the Highway Commission extended his time limit with the proviso that the contractor reimburse the State for all engineering costs incurred after April 30, 1951. The engineering costs subsequent to April 30, 1951 are approximately $3,000, and Mr. Averill has made a strong plea that the engineering penalty be waived, as he has lost heavily financially on this project and fears he may not be able to continue in business unless some aid is given him.

In view of Mr. Averill's past record and the further advantage of keeping him in business, considering the good work that he has performed in the past, I recommend that you reconsider the assessment of engineering penalties to the end that he be relieved of the engineering assessment.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. G. S. Paxson

WCW:me er

RECEIVED
SEP 17 1951
FOR FILING

30-1.32

3265

Mrs Lewis

September 10, 1951

Hon. Earl T. Newbry
Secretary of State
Capitol

Dear Sir:

This is to acknowledge receipt of your letter of September 7 to which was attached three copies of a claim filed with your office by the Portland Wire and Iron Works against Archie R. Averill.

The claim is in the sum of $4,692.00 for bridge handrail furnished in widening the Umatilla River Bridge, State Highway Contract No. 3265, your file No. 3291.

Respectfully yours

Secretary
OREGON STATE HIGHWAY COMMISSION

FAQ:md

NOTED ON CARD
1-11-57

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

Sept. 7, 1951

3265

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received and filed as of this date a notice of claim by Portland Wire & Iron Works for furnishing galvanized bridge handrail in the sum of $4,692.00, against the bond taken from Archie R. Averill, Principal, and Aetna Casualty & Surety Company, Surety, for the work of widening Umatilla River Bridge near Pendleton, Oregon, our file No. 3291.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

Earl T. Newbry

Secretary of State

NF:M
Enc.

RECEIVED
SEP 17 1951
FOR FILING

30-1032

3265

Western

September 10, 1951

The Aetna Casualty and Surety Company
Portland Service Department
308 Yeon Building
Portland 4, Oregon

Gentlemen:

Attached is a copy of a claim filed with the Secretary of State by Portland Wire and Iron Works against Archie Averill. The claim which is in the amount of $4,692.00 is for galvanized bridge handrail furnished in widening the Umatilla River Bridge near Pendleton, Umatilla County, awarded to Archie R. Averill as State Highway Contract No. 3265.

This information is passed on to your Company as it appears as the surety on the performance bond furnished with the above-described contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAC:md
Attach.

cc - Mr. G. Cyrus Bishop
319 Yeon Building
Portland 4, Oregon

Mr. Archie R. Averill
18222 S. E. River Road
Portland 22, Oregon

7-16-52

EMPIRE 2195

PORTLAND WIRE & IRON WORKS
Established 1892

Steel and Wire Fabricators
Fence and Wire Distributors

4644 S. E. Seventeenth Avenue

PORTLAND 2, OREGON

September 5, 1951

Secretary of State
State of Oregon
Salem, Oregon

"To The State of Oregon" "Notice herby is given that the undersigned Portland Wire & Iron Works has a claim for furnishing galvanized bridge handrail in the sum of $4,692.00 Four Thousand Six Hundred Ninety Two & no/100 - - dollars against the bond taken from Aetna Casualty & Surety Company Portland, Oregon (Archie R. Averill, General Contractor Route 10, Box 874, Portland 2, Oregon) for the work of widening Umatilla River Bridge near Pendleton, Oregon.

Very truly yours,

PORTLAND WIRE & IRON WORKS

A. L. FOSTER

ALF/1

A. L. Foster, Vice President

Subscribed and sworn to before me this 5th day of September 1951.

CLYDE A. LOMAX (SEAL)
Notary Public State of Oregon

My Commission expires March 8, 1955

ENDORSED
File No. 3291
Filed Sept. 7, 1951
EARL T. NEWBRY, Secretary of State

RECEIVED
FOR FILING
30-1032

3265

EARL T. NEWBRY
Secretary of State
Salem, Oregon

Sept. 7, 1951

Mr. H. D. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received and filed as of this date a notice of claim by Portland Wire & Iron Works for furnishing galvanized bridge handrail in the sum of $4,692.00, against the bond taken from Archie R. Averill, Principal, and Aetna Casualty & Surety Company, Surety, for the work of widening Umatilla River Bridge near Pendleton, Oregon, our file No. 3291.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

/s/ Earl T. Newbry
Secretary of State

NF:M
Enc.

NOTED
State Highway Engineer

RECEIVED
1951
FOR FILING

30-1032

3265

EMPIRE 2195

PORTLAND WIRE & IRON WORKS

ESTABLISHED 1892

Steel and Wire Fabricators

FENCE AND WIRE DISTRIBUTORS

4644 S. E. SEVENTEENTH AVENUE
PORTLAND 2, OREGON

file

Sept. 5, 1951

3265

AETNA CASUALTY & SURETY CO.
Yeon Building
Portland, Oregon

Amount of Claim: $4,269.00

Gentlemen:

Subject: Umatilla Bridge Widening Job
Near Pendleton, Oregon
Archie R. Averill, General Contractor:

Please be advised that we furnished the galvanised bridge handrail for the above job and to date we have not been paid for this material.

In as-much as you hold the completion bond, we are look-to you for payment.

We are this day filing a notice with the Secretary of State, State of Oregon in accordance with chapter 44 entitled "Public Contracts and Employment Thereunder, Article 1, CONTRACTORS BONDS: BIDS AND BIDDING, for recording in the records of the State of Oregon.

Enclosed herewith is a copy of our original invoice to Archie R. Averill.

Trusting we may have an early settlement of our claim, we are,

Very truly yours,
PORTLAND WIRE & IRON WORKS

A.L. Foster

ALF/l
A. L. Foster

cc to Oregon State Highway Commission ✓
cc to Secretary of State.

RECEIVED
1951
OREGON
STATE HIGHWAY COMMISSION

EMPIRE
~~LANCASTER~~ 2195

PORTLAND WIRE & IRON WORKS

ESTABLISHED 1892

Steel and Wire Fabricators

FENCE AND WIRE DISTRIBUTORS

4644 S. E. SEVENTEENTH AVENUE
PORTLAND 2, OREGON

Sept. 5, 1951

Secretary of State
State of Oregon
Salem, Oregon

Dear Sir:

We are enclosing herewith signed statement that our firm has not been paid for furnishing galvanized bridge handrail for the Umatilla River Bridge Widening, Job near Pendleton, Oregon. Archie R. Averill, General Contractor, Route 10, Box 874, Portland 2, Oregon.

We are serving this notice in accordance with Chapter 44 entitled, "Public Contrqcts and Employment Thereunder, Article 1, CONTRACTORS BONDS: BIDS AND BIDDING.

Very truly yours,

PORTLAND WIRE & IRON WORKS

A. L. Foster

ALF/l A. L. Foster, Vice President
cc to Oregon State Highway Commission

RECEIVED
JUL 12 1951
FOR FILING

3265

Mrs Lewis

June 15, 1951

Hon. Earl T. Newbry
Secretary of State
Capitol

Dear Sir:

This is to acknowledge your letter of June 14 to which was attached three copies of a notice of claim filed with your office by Mercer Steel Company, Inc.

The claim, in the sum of $1,129.83, is against Archie Averill for steel furnished on State Highway Contract No. 3265.

The claim bears your file No. 3282.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FAQ:md

6-18-51

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

June 14, 1951

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Cake, Jaureguy & Tooze, attorneys, Portland, and filed as of this date a notice of claim by Mercer Steel Company, Inc. for reinforcing steel stock bars in the sum of $1,129.83, against the bond taken from Archie Averill, principal and the Aetna Casualty Company, surety, for the work of State Highway Contract No. 3265 for the widening of the Umatilla River Bridge on the Columbia River Highway in Umatilla County, Oregon.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

Earl T. Newbry

Secretary of State

NOTED ON CARD
6-15-51

NF:M
Enc.

[illegible]
BY SECRETARY

prepare usual letter
& record on card

RECEIVED
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FOR FILING

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3265

Mrs Lewis

June 15, 1951

The Aetna Casualty & Surety Company
Portland Service Department
308 Yeon Building
Portland 4, Oregon

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by Mercer Steel Company, Inc., Portland, against Archie Averill. The claim is in the sum of $1,129.83 for reinforcing steel furnished to Mr. Averill on State Highway Contract No. 3265 for widening of the Umatilla River Bridge on the Columbia River Highway in Umatilla County.

This information is provided as the Aetna Casualty and Surety Company appears as surety on the performance bond furnished with the above-mentioned contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

cc - Mr. G. Cyrus Bishop
319 Yeon Building
Portland 4, Oregon

Mr. Archie R. Averill
18222 S. E. River Road
Portland 22, Oregon

NOTICE [illegible]
6-18-51

NOTICE

TO:
STATE OF OREGON
OREGON STATE HIGHWAY COMMISSION
EARL T. NEWBRY, SECRETARY OF STATE

NOTICE IS HEREBY GIVEN that the undersigned MERCER STEEL COMPANY, INC., an Oregon corporation, Claimant, has a claim for reinforcing steel stock bars in the sum of ONE THOUSAND ONE HUNDRED TWENTY-NINE and 83/100 DOLLARS ($1,129.83) against the bond taken from ARCHIE AVERILL, 13222 S. E. River Road, Portland 22, Oregon, as Principal, and AETNA CASUALTY COMPANY, 319 Yeon Building, Portland, Oregon, as Surety, for the work of State Highway Contract No. 3265 for the widening of the Umatilla River Bridge on the Columbia River Highway in Umatilla County, Oregon.

DATED at Portland, Oregon, this 9 day of June, 1951.

MERCER STEEL COMPANY, INC.

(Corporate Seal)

By D. E. Mercer
Vice-President

THIS NOTICE IS FILED PURSUANT TO SEC. 93-101, O. C. L. A., as amended.

Endorsed:
FILE NO. 3282
FILED JUN 14 1951
EARL T. NEWBRY, Secretary of State

RECEIVED
JUN 8 - 1951
FOR FILING

30-1032
3265

June 5, 1951

Mercer Steel Company, Inc.
2555 N. W. Nicolai Street
Portland 10, Oregon

Attention: Mr. Neil A. Austin

Gentlemen:

State Highway Contract No. 3265, awarded to Archie R. Averill for widening of the Umatilla River Bridge on the Columbia River Highway in Umatilla County has not yet been completed.

An extension of time has been granted to July 1, 1951.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md 6/4

PHONE ATWATER 0141

MERCER STEEL COMPANY, INC.

REINFORCING STEEL AND SPECIALTIES
2555 N. W. NICOLAI STREET
PORTLAND 10, OREGON

May 28, 1951

Oregon State Highway Commission
Salem
Oregon.

Attention: H. B. Glaisyer, Secretary

Gentlemen:

Will you please let us know whether or not the Umatilla River Bridge has been completed by the contractor, Archie R. Averill, under State Highway contract #3265.

If the contract has been completed, will you please give us the acceptance date, if acceptance has already been made.

Very truly yours,

MERCER STEEL COMPANY, Inc.

Neil A. Austin

Neil A. Austin

NAA:et

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FOR FILING

30-1032
3265

May 14, 1951

Mercer Steel Company, Inc.
2555 N. W. Nicolai Street
Portland 10, Oregon

Attention: Mr. Neil A. Austin

Gentlemen:

The Aetna Casualty Company through G. Cyrus Bishop, 319 Yeon Building, Portland 4, furnished the performance bond on State Highway Contract No. 3265, awarded to Archie R. Averill for bridge widening on the Umatilla River Bridge Section on the Columbia River Highway in Umatilla County.

This is in reply to your letter of May 11.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

PHONE ATWATER 0141

MERCER STEEL COMPANY, INC.

REINFORCING STEEL AND SPECIALTIES
2555 N. W. NICOLAI STREET
PORTLAND 10, OREGON

May 11, 1951.

Oregon State Highway Commission
Salem
Oregon.

Attention: H. B. Glaisyer

Gentlemen:

Will you please furnish us with the name of the bonding company providing performance bond for Archie Averill, for his work on the Umatilla River Bridge.

His account with us has become substantially delinquent and, upon receipt of the information requested above, we will file a claim against his bond.

Very truly yours,

MERCER STEEL COMPANY, Inc.

Neil A. Austin
Neil A. Austin

NAA:et

RED TO
[illegible]
[illegible]

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APR 11 1951
FOR FILING

[illegible]

3265

April 10, 1951

Mr. M. H. Hawke
Auditor

Dear Mr. Hawke:

I hand you herewith for your guidance and transmittal to the Secretary of State, a copy of an assignment given by Archie R. Averill to the Aetna Casualty and Surety Company with respect to all monies now due or hereafter to become due Mr. Averill in connection with state highway Contract No 3265, for widening the bridge over the Umatilla River on US30 in Umatilla County.

It will be satisfactory hereafter to release payments in connection with this job pursuant to the provisions of the assignment. The warrants should be sent to the Aetna Casualty and Surety Company, c/o George A. Mercer, Adjuster, 310 Yeon Building, Portland 4, Oregon, in accordance with instructions contained in the last paragraph of Mr. Mercer's letter of April 9, a copy of which I also attach for your information.

Secretary

cc: F. Query
George A. Mercer

Mr. Query:

I attach hereto the original of the assignment referred to in the above letter along with Mr. Mercer's letter. Please record the assignment on the card for this project and file the assignment and the letter in the contract.

HBG

THE AETNA CASUALTY & SURETY COMPANY
Hartford, Connecticut

Claim Department
George A. Mercer, Adjuster
310 Yeon Building

Portland 4, Oregon
April 9, 1951

State of Oregon Highway Commission
Salem, Oregon

Attention: R. H. Baldock

Re: Bond 42 S 10584
Contract No. 3265
Umatilla River Bridge

Gentlemen:

This will acknowledge receipt of your letter of April 2nd under the above caption which was in answer to our letter of March 30th, 1951. In accordance with your instructions we enclose herewith the original and a copy of the assignment of all funds now due or hereinafter to become due Mr Averill in connection with this job on the standard form of assignment as adopted by the State Highway.

It is our understanding that the Auditor will now be instructed hereafter to make all payments to the Aetna Casualty and Surety Company as Assignee and that the payment will be forwarded to this office.

Yours very truly,

GEORGE A. MERCER, ADJUSTER

/s/ O. D. Shead, Adjuster

By: O. D. Shead, Adjuster

ODS/mj
Encl.

RECEIVED
APR 1 1951
FOR FILING

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3265

April 2, 1951

Mr. George A. Mercer, Adjuster
The Aetna Casualty and Surety Company
310 Yeon Building
Portland 4, Oregon

Dear Mr. Mercer:

Your letter of March 30, 1951 regarding the Archie R. Averill Contract No. 3265 for widening the Umatilla River Bridge has just been received, and pursuant to the request contained in the last paragraph thereof I have instructed the Auditor to withhold further payments in connection with this job until further advised by this office.

Our Legal Department does not agree with you that the assignment contained in Mr. Averill's application for performance bond satisfies the legal requirements with respect to the assignment of state highway funds in connection with a state highway contract. In view of this we cannot honor such assignment; however, we will be pleased to honor an assignment of all funds now due or hereafter to become due Mr. Averill in connection with this job if it is submitted on the standard form of assignment as adopted by the State Highway Commission.

I enclose an original and four copies of an assignment prepared on the Highway Commission's form. If you will have Mr. Averill sign them and return to me the original and one copy, the Auditor will be instructed hereafter to make all payments to The Aetna Casualty and Surety Company as assignee. It will be appreciated if you will expedite this matter so as to avoid delays in making further payments on this job when they become due.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG/cm
cc - M. H. Hawks
Floyd Query

REFERRED TO
Mrs Lewis
BY SECRETARY
note on card + return file Done.
keep the card

Mr. Hawks: I attach a copy of Mr. Mercer's letter and call your attention to the last paragraph thereof in which he requests that no further payments be made in connection with this contract except to the Company, or with its consent. Will you please hold up further payments, therefore, until further advised by this office.

HBG

NOTED ON CARD
4-2-51

S

The Ætna Casualty and Surety Company

Hartford, Connecticut

Branch Office or General Agency
ÆTNA CASUALTY & SURETY CO.
SERVICE DEPARTMENT
YEON BLDG. PORTLAND, ORE.

APPLICATION FOR CONTRACT BOND AND AGREEMENT OF INDEMNITY

Bond Number 42 d 10584

NOTE: {Copy of contract, specifications and drawings, and applicants financial statement must accompany this application and all questions answered fully. The Company reserves the right to decline this application and to withhold reason for declination, as all information relative thereto is regarded as confidential.

1. Full name of applicant Archie R. Averill Age
(Give full name. If corporation, give exact corporate title.)

2. Business address 18221 SE River Road Portland-22 Ore
(Street, City and State)

3. Kind and amounts of bonds required: Proposal Bond $ Faithful Performance Bond $ 94,340.-
Labor and Material Bond $ Advance Payment Bond $ Maintenance Bond $

4. If bond applied for is Proposal Bond what is approximate amount of contract $ Date of Bid Opening 19

5. The amount of contract is $ 94,340- Date contract awarded Dec 19, 1949

6. To whom is bond given State of Oregon
(Give full name. If a corporation, give exact corporate title.)
Business address Salem Ore

7. Give concise description of proposed work, and location Umatilla River Bridge Widening on Columbia River Highway in Umatilla Co.

8. Name and address of Engineer or Architect in charge of work R. H. Baldock Salem Ore

9. Date work is to start at once Completed by Dec 31, 1950 Penalty for non-completion none

10. Are any payments made in bonds, mortgages, stocks, certificates, warrants, assessments, etc.? Cash

11. Percentage retained from payments until completion 10% for 1st 75% of work

12. How long must work be kept in repair after completion? none Is this repair or maintenance guarantee limited to defects in workmanship or materials? none If not describe guarantee fully

13. Will applicant sublet any parts of the work? No Will sub-contractors be required to furnish Corporate Surety Bond? no
Give full particulars.

AMOUNT	CHARACTER OF WORK	NAME OF SUB-CONTRACTOR	ADDRESS	NAME OF SURETY

[illegible]

[illegible] Figure 20 % Estimate of Engineer or Architect $ Unknown

NAMES OF OTHER BIDDERS	ADDRESS	AMOUNT OF BID

15. Name 3 largest contracts that you have completed similar to the one here considered, giving in each case,

CONTRACT PRICE	KIND OF CONSTRUCTION	NAME AND ADDRESS OF OWNER.	NAME AND ADDRESS OF ENG. OR ARCH.
	see previous	application	

16. Give information below about all contracts you now have under way, including any other outstanding bids.

CONTRACT PRICE	PERCENTAGE COMPLETED	KIND OF CONSTRUCTION	SURETY	LOCATION OF WORK	NAME AND ADDRESS OF ENG. OR ARCH.
		None			

17. Will any new or additional plant be purchased? not Give estimated cost. $ Use separate sheet if necessary.
18. In what other business, if any, are you interested? previous
19. Has application for this bond been made to another company? If so, what company?
20. Have you ever failed in business? Are you having any controversy with anyone over any contract, or payment for labor or material bills on any contract? application Are there any mechanic's liens filed on any of your work anywhere? Are there any judgments against you? Total amount? $
21. On the work for which this bond is written, will you carry the following insurance? Employers Liability Compensation Insurance Public Liability Contingent Liability Auto Fire
Other forms
22. What Life Insurance do you carry?
(Amount, name of company)
23. To whom payable?
24. If a co-partnership, answer these questions: Date formed
Names of all individuals composing same.

NAME	ADDRESS	AGE

IMPORTANT.—Separate financial statement must be completed and signed by each member, showing his individual assets and liabilities, exclusive of his interest in the firm's business.

25. Has any member of the firm ever failed in business?
26. If a corporation, answer these questions:
In what State incorporated? When incorporated? Principal office
27. References: Give only Engineers or Architects, or Owners, for whom you have done work.

NAME	ADDRESS	BUSINESS

The undersigned hereby affirm, that the foregoing declarations made and answers given, are the truth, without reservation, and are made for the purpose of inducing The Ætna Casualty and Surety Company, of Hartford, Conn., to become or to procure surety and co-surety, if necessary, on whatever bonds may be required in connection with the project hereinbefore mentioned, all of which bonds are hereby applied for and all of which will be referred to in the singular as "bond", and they hereby appoint said The Ætna Casualty and Surety Company agent for the procurement of such surety and co-surety.

The undersigned, hereinafter called the indemnitor(s), in consideration of said The Ætna Casualty and Surety Company, or any Company or Companies which it may procure in substitution or as co-surety jointly with it (all hereinafter called the Company), executing or consenting to execute such bond or bonds as are herein applied for, it being understood that this application shall be deemed to cover all bonds or other obligations finally executed by the Company in connection with the contract hereinabove described, hereby covenant and agree with the Company, its successors and assigns, as follows:

First: The indemnitor(s) will pay the Company the premiums herein agreed upon, to wit:

Proposal or Bid.

If the bond be a "Proposal" or "Bid" bond, ______________ Dollars, ($__________), in advance. If, however, such "Proposal" or "Bid" bond shall, by its terms, guarantee the faithful performance of the contract, or if no bond guaranteeing such faithful performance will be required to supersede the said bond, then the regular charge for a contract bond, as provided in the Company's manual of rates, shall be paid by the indemnitor(s). If the proposal bond is superseded by a final bond of this Company, guaranteeing the faithful performance of the contract, the premium charge for the proposal bond will be credited on the premium for the contract bond. **IF THE APPLICANT IS AWARDED THE CONTRACT THE APPLICANT SHALL NOT BE OBLIGATED TO SECURE HIS "CONTRACT" BOND FROM THE COMPANY NOR SHALL THE COMPANY BE OBLIGATED TO SIGN SUCH BOND.**

Contract Bond.

If the bond be a "Contract" bond or similar instrument, the terms of which guarantee the faithful performance of the contract, Seven Hundred Seven and 55/100 Dollars, ($707 55) in advance, for the term of One year and annually thereafter a premium calculated at the rate of $7 50 per $1,000 on the amount of unfinished contract at each renewal.

Should the amount of the contract herein stipulated, and upon which premiums are based, be increased or decreased, it is understood and agreed that the premium will be adjusted accordingly, calculated at the rate upon which the premium hereinabove stipulated is calculated.

Maintenance or Guarantee.

If any maintenance or guarantee of the work, after completion, is provided for in the contract, for a term exceeding one year, for which either the contract bond or any separate bond which may be executed is liable, the indemnitor(s) agree to pay the Company in advance for the entire term of said maintenance guarantee a premium, calculated at the rate of $__________ per $1,000, computed on the entire amount of the contract price. The contract premium, if there be no maintenance or guarantee, will be paid, as above, until the Company shall be discharged or released from any and all liability and responsibility upon said bond, and all matters arising therefrom, and competent written legal evidence of such discharge or release, satisfactory to the Company, is served thereon at its Home Office in the City of Hartford, Conn. Where the contract bond covers any maintenance or guarantee of the work, the contract premium will be paid, as above, only until the indemnitor(s) furnish the Company with like evidence of the completion of the contract, which will be the commencement date of maintenance and maintenance premium.

Second: The indemnitor(s) will at all times indemnify and keep indemnified the Company, and hold and save it harmless from and against any and all damages, loss, costs, charges and expenses of whatsoever kind or nature, including counsel and attorney fees, whether incurred under retainer or salary or otherwise, which it shall or may at any time sustain or incur by reason or in consequence of its suretyship or procurement of suretyship in connection with all bonds or similar obligations referred to hereinbefore, or which it may sustain or incur in connection with any litigation, investigation, collection of premiums, or other matter connected with such suretyship, including any suit instituted to enforce the obligations of this agreement of indemnity; and the indemnitor(s) will pay over to the Company, its successors and assigns, all sums of money which it or its representative shall pay or cause to be paid, or become liable to pay on account of such suretyship, and on account of any damages, costs, charges and expenses of whatsoever kind or nature in connection therewith as aforesaid, such payment to be made to the Company as soon as it shall have become liable therefor, whether it shall have paid out such sum or any part thereof or not, and said Company is hereby authorized to prove such expenses, costs and attorney fees, in any action or proceeding and to include the same in any judgment.

The indemnitor(s) further agree that in the event of their failure to pay any premium charge when due, said premium shall forthwith be payable out of any fund then due or thereafter to become due from the obligee on account of the above mentioned contract covered by the bond, and upon the delivery to the obligee of a copy of this agreement with a notice of the non-payment of said premium, the obligee is authorized and directed to apply the fund as it accrues or so much thereof as may be necessary in payment of said premium and interest, costs, charges, expenses and attorney's fees pursuant to this agreement.

Third: That for the better protection of the said company, and as of the date hereof, the undersigned indemnitor(s) who are named as principal(s) in said bond do hereby assign, transfer and convey to the said Company all rights, title and interest in and to all the tools, plant, equipment and materials of every nature and description that the said principal(s) may now or hereafter have upon said work, or in or about the site thereof, or used in connection with the work and located elsewhere, including as well materials purchased for or chargeable to said contract, which might be in process of construction or storage elsewhere, or in transportation to said site, hereby assigning and conveying also all rights in and to all sub-contracts, which have been, or may hereafter be entered into, and the materials embraced therein, and the said principal(s) authorize and empower said company, its authorized agents or attorneys, to enter upon and take possession of such tools, plant, equipment, materials and sub-contracts, and enforce, use and enjoy such possession, upon the following conditions, viz.: This assignment shall be in full force and effect as of the date hereof: (1) Should the said principal(s) fail to pay any premium charge when due, or should they fail or be unable to complete, in accordance with its terms, any contract covered by a bond of this Company, or in the event the said principal(s) abandon the work under, or fail to comply with the terms or conditions of, any such contract. (2) If the said principal, being an individual, dies, absconds, is a fugitive from justice or is convicted of a felony. (3) If the principal(s) fail to pay bills incurred on the work, when they become due and payable, whether the company may be liable for such bills or not. (4) If any proceedings are brought against the principal(s) alleging that they are insolvent, or if any receiver or trustee for the benefit of creditors is appointed, whether such principal(s) are insolvent or not. (5) If any proceedings are brought which deprive the principal(s) of the use of any part of the equipment used in connection with the work under their contract so as to hinder, delay or impede the normal and satisfactory progress of the work.

Fourth: That the said company, as surety on said bond, as of this date, shall be subrogated to all rights, privileges and properties of the principal(s) in said contract, and said principal(s) do hereby assign, transfer and convey to said company all the deferred payments and retained percentages arising out of this contract, and any and all monies and properties that may be due and payable to said principal(s) at the time of the happening of any of the occurrences mentioned in clauses one, two, three, four and five of the next preceding paragraph, or that may thereafter become due and payable to said principal(s) on account of this contract or on account of extra work or materials supplied in connection therewith, hereby agreeing that all such monies and the proceeds of such payments and properties shall be the sole property of the said company, and to be by it credited upon any loss, damage, charge and expense sustained or incurred by it as above set forth under any bond of suretyship it has executed for the undersigned principal(s).

Fifth: Any security taken by the company, in connection with said bond, including the assignment of monies coming due from the contract, and the assignment of equipment and materials used on or in connection with such contract, may be held by the company, as a protection against any bond heretofore or hereafter executed by the company on behalf of the undersigned principal(s), and the company may sell or realize upon the said collateral at its discretion, at public or private sale, and with or without notice to the indemnitor(s) of the time or place of such sale, for the purpose of protecting itself against any claim, demand or loss under the said bond, or any other bond so outstanding, and, after indemnifying itself fully for any loss incurred on any bond issued at the request of the said principal(s), any balance, after such reimbursement, shall be paid to said principal(s), after all liability of the company has ceased to exist under said bond or bonds.

Sixth: That upon the making of any demand, or the giving of any notice, or the institution of any action or proceeding upon any claim, or preliminary to determining or fixing any liability which the surety may be called upon to discharge, by reason of such suretyship, the indemnitor(s) will immediately notify the surety thereof, in writing, at its Home Office in the City of Hartford, Conn.

[illegible] shall not be bound [illegible] the company to give the indemnitor(s) [illegible] any act, fact or information, coming to the [illegible] affecting its rights or liability under said [illegible] or the rights or liability of the indemnitor(s) [illegible] of all such being hereby expressly waived.

Eighth: The indemnitor(s) agree to accept vouchers or affidavits of any loss paid by the Company under the bond herein applied for [illegible] or affidavits of payment of all costs whatever, incurred by the Company in adjusting such loss, or in completing said [illegible] as conclusive evidence against the indemnitor(s) of the fact and extent of the indemnitor's liability, under said application, to the [illegible].

Ninth: That the company shall have the exclusive right for itself, and for the indemnitor(s), to decide and determine whether any claim, demand, liability, suit, action, order, judgment or adjudication, made or brought against the company and/or principal on said bond, jointly or severally, shall or shall not be defended, tried or appealed, and its decision shall be final, conclusive and binding upon the indemnitor(s), and any claim, judgment or adjudication made, entered or affirmed as a result thereof, or any loss, cost, charge, expense or liability thereby incurred, sustained or paid, shall be borne by the indemnitor(s) and the indemnitor(s) especially consent thereto.

Tenth: That in event any claim is filed with the company on the bond herein applied for, or if any suit is brought against the company on said bond or in connection therewith, the indemnitor(s) hereby covenant and agree to immediately on demand deposit with the company in current funds an amount sufficient to indemnify it up to the full amount claimed or sued for.

Eleventh: That no act or omission of the company in modifying, amending, limiting or extending any instrument executed by the company and no consent or refusal to assent by the company to any modifications, amendments, limitations or extensions of the original contract or any supplemental or other agreements whatever, shall in any wise affect the liability of the indemnitor(s) hereunder, nor shall the indemnitor(s) be released from this obligation by reason thereof; and it is further agreed that the company may alter, change, modify, amend, limit or extend any instrument and may execute renewals thereof, or other and new obligations in its place or in lieu thereof, or may assent to such alterations, changes, modifications, amendments, limitations or extensions of any instrument without notice to the indemnitor(s), notice being expressly waived, and in such case the indemnitor(s) shall be liable to the company as fully and to the same extent on account of any such changed, modified, limited or extended instrument or such renewals thereof, or other or new obligations in its place or in lieu thereof, as fully as if such instruments were described at length herein.

Twelfth: That these covenants shall be binding not only upon the indemnitor(s), jointly and severally, but as well upon their respective heirs, executors, administrators, successors and assigns, and the indemnitor(s) hereby affirm that their liability under this instrument is not dependent upon the procurement of any other signatures to same.

Thirteenth: The words indemnitor(s), applicant(s), and principal(s), or personal pronouns used to refer to said words, shall apply regardless of number or gender.

WITNESS the following signature(s) and seal(s) this 19th day of December 1949, homestead and all other exemptions being hereby expressly waived.

If applicant (the principal) an individual sign here: Archie R Averill Applicant (Seal)

If applicant (the principals) a co-partnership sign here: ______ Applicant (Seal)
Name of Firm

By: ______

If applicant (the principal) a corporation sign here: ______ Applicant (Seal)
Name of Corporation

ATTEST: ______ Secretary BY: ______ President

NOTE: The applicant(s) who are principal(s) in said bond must always acknowledge this instrument before a Notary Public or other officer authorized to take acknowledgments. The signature of each indemnitor who is not an applicant must be witnessed but it need not be acknowledged before an officer. Where a co-partnership signs as indemnitor and not as applicant, firm name must be signed and also the signature of each member of the firm.

In consideration of The Ætna Casualty and Surety Company executing the bond hereinabove applied for, we jointly and severally join in the foregoing indemnity agreement.

If indemnitors are individuals sign here:

Witness: INDEMNITORS:

______ Witness as to ______ (Seal)

______ Witness as to ______ (Seal)

______ Witness as to ______ (Seal)

If indemnitor a partnership sign here:

______ (Seal)
Name of Firm

Witness ______ BY: ______ (Seal)

Witness ______ ______ (Seal)

Witness ______ ______ (Seal)

Witness ______ ______ (Seal)
Members of Firm

STATE OF Oregon
COUNTY OF Multnomah } ss.

On this 19 day of December 1949, before me personally appeared Archie R Averill to me known to be the person or to represent the partnership or corporation that signed the foregoing instrument as applicant and acknowledged the execution of the same to me and on his oath did state that he executed the same with full authority.

E C Bishop
Notary Public for Oregon
My commission expires May 18 1952

RECEIVED
FEB 5 1951
FOR FILING

30-1033

3265

February 2, 1951

Mr. Archie R. Averill
18222 S. E. River Road
Portland 22, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on January 23, 1951, had under discussion your request for an extension of time of 181 days, from December 31, 1950 to and including July 1, 1951, within which to complete your contract No. 3265 for widening the Umatilla River Bridge on the Columbia River Highway in Umatilla County.

The Highway Commission granted your above request for an extension of time, subject to the condition that you reimburse the State for all engineering costs incurred after April 30, 1951. I was also instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: E. F. Chidsey,
Division Engineer

M. M. Teel,
Resident Engineer

O. S. Paxson

NOTED ON CARD
[illegible]

RECEIVED
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FOR FILING

36-[illegible]

3565

January 15, 1951

Request for extension of time
No. 10
January 23 and 24 meeting.

State Highway Commission

Gentlemen:

Re: Umatilla River Bridge Widening
Contract No. 3565

Archie D. Averill, contractor for the widening of the Umatilla River Bridge at Umatilla, has requested an extension of time to and including July 1, 1951 for the completion of the work. Under the contract the work was to have been completed December 31, 1950.

Progress on this project has not been satisfactory. The contractor has been endeavoring to get too much re-use of his form lumber and has not had a sufficiently large crew on the project. There was, however, two or three months of unusually cold weather last year which caused unanticipated delay.

In view of this it is recommended that the extension be granted to and including July 1, 1951, subject to the condition that the contractor reimburse the State for all engineering costs incurred after April 30, 1951.

This is a State Project and the concurrence of the Bureau of Public Roads is not required.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

GSP:ga

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FOR FILING

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3265

Files

January 11, 1950

Mr. Archie R. Averill
18222 S. E. River Road
Portland 22, Oregon

Dear Sir:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3265 which was awarded to you on December 19, 1949 by the State Highway Commission, covering Umatilla River Bridge widening on the Columbia River Highway, in Umatilla County.

We are also sending an executed copy of this contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

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COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
OFFICE OF G. S. PAXSON, BRIDGE ENGINEER
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

34-7032 [illegible]

[illegible]

December 22, 1950

Mr Archie Averill
18222 S. W River Road
Portland 22, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

This will acknowledge receipt of your request for an extension of time in which to complete the work on the Umatilla River Bridge Widening

You list as reasons for noncompletion shortage of competent manpower, shortage of lumber, high water, and an unusually cold winter In so far as we can observe, the manpower situation is about as it has been for the last several years. This is also true as to lumber, and the high water in the Columbia River last year was not more than usual. We did, of course, have exceptionally cold weather in January and February of 1950.

Under date of October 26, 1950 I wrote you concerning the progress on this job and shortly afterward you conferred with me in this office. Both in the letter and at that conference I emphasized the necessity for better progress on the job and specifically requested that you arrange to supply another set of falsework so that construction on two of the arch spans could proceed simultaneously. Our reports from the field do not indicate that you have taken any steps along these lines, nor do they indicate that the job is progressing any more satisfactorily than previously.

Before making any recommendation to the Highway Commission on your request for an extension of time, I must know what you intend to do toward expediting the work on this job.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:gm
cc E. F. Chidsey
W. C. Williams
E. M. Teal

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DEC 22 1949
FOR FILING

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3265

December 21, 1949

Archie R. Averill
Route 9, Box 874
Portland 2, Oregon

Dear Sir:

The State Highway Commission on December 19, 1949, awarded you the contract for the Umatilla River Bridge Widening in Umatilla on the Columbia River Highway, in Umatilla County. This award was based on your low bid of $94,340.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

cc - S.H. Probert
G.S. Paxson

RECEIVED
AUG 12 1949
FOR FILING

August 11, 1949

Cross Referenced To:

Mr. W. H. Nugent, Director
Board of Education
District No. 6
Umatilla, Oregon

Dear Sir:

With reference to the bridge across the Umatilla River at Umatilla, you are advised that we are now preparing plans for the widening of the existing structure to a width of 30 feet between curbs, and with a sidewalk outside of the 30-foot width on both sides of the bridge.

We hope to have the plans prepared in time to call for bids on this project before the first of the year. The widening of the bridge has already been authorized by the State Highway Commission.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

cc Mr. G. S. Paxson

Seattle
Spokane
WASHINGTON
Lewiston
Portland
COLUM
OREGON
IDAHO
Boise

McNARY DAM
"The Heart of Power in the Columbia Valley"

McNARY DEVELOPMENT ASSOCIATION
UMATILLA, OREGON

WILLIAM R. NUGENT, President
JAMES HOSKINS, Vice-President

JESSIE MILLER, Secretary
ETHEL FULLER, Treasurer

DIRECTORS
CYRIL G. BROWNELL, Chairman, Umatilla
JAMES C. HOSKINS, Vice-Chairman, Pilot Rock
HERBERT G. WEST, Director, Walla Walla
H. E. OLIVER, Director, Kennewick
W. S. NELSON, Director, The Dalles
E. H. KIDWELL, Director, Pasco
GENE WILLIAMS, Director, Umatilla
JAMES H. STURGIS, Director, Pendleton
LEO CLARK, Director, Stanfield
WILLIAM C. KIK, Director, Umatilla
PAUL HAMILTON, Director, Prosser

August 8, 1949

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Mr. Baldock:

We would like you to know that we are very well pleased with our new highway and we would like to know whether or not anything is to be done to the bridge over the Umatilla. We want to protect our school children either by widening the bridge or by the addition sidewalks.

After widening our highway, the bridge has proved to be a bottleneck and several near-accidents have already occured which bring out the necessity for having improvements made to the existing bridge. School will be opening soon and the bridge will be used by children of all ages.

We would appreciate very much any consideration that you can give our problem to help us protect our children.

Yours very truly,

W R Nugent

W. R. Nugent
Director, Board of Education
District No. 6

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OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 1, 1949

SUBJECT: Umatilla River Bridge No. 624

To:

Mr. H. G. Smith
Construction Engineer
Office

Dear Sir:

Herewith prints from the original vicinity map and a profile for the Umatilla River Bridge at Umatilla. It is proposed that this bridge be widened to a 30-foot roadway with 3½-foot sidewalks. Our estimates are based upon the widening all being done on one side. This will require a shift of the center line 8.17 feet from the present center line. The new center line will be 19.5 feet from the outside of the existing curb.

This widening can be done on either side of the bridge in so far as the structural work is concerned, but I would suppose that, from the alignment standpoint, it should be on the north or downstream side. It would be appreciated if you would investigate this shift of center line and let me know on which side you think the widening can best be done.

We have enough data on the stream bed so that it will not be necessary to do any more than lay out the line and work up the approach grading quantities.

I am also attaching a print of our Drawing 3166, which is the layout of the existing bridge.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:gm
Attached

cc W. C. Williams ✓

33-8303 Cow Canyon Rock Production 1949
Project on The Dalles-Calif.
& Sherman Highways.
#3266

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FOR FILING

33-8303

OREGON STATE HIGHWAY DEPARTMENT
(date)
Jan. 30, 1953

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3266	2-final	E. C. HALL CO.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
1024	B-58986	$ 965.80	1/29/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. A. Wicklander
ACCOUNTING DIVISION

Specified Completion Date: **July 31, 1950**

Time Extensions: **None**

Completion Date: **May 27, 1950**

Date Accepted: **July 11, 1950**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **1-30-53**

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

A. A. Wicklander

2-2-53

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FOR FILING

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3266

October 10th, 1950

FINAL COST ANALYSIS

Cow Canyon Rock Production
The Dalles-California and Sherman Highways
E. C. Hall Co., Contractor
S. P. Jones, Resident Engineer

Contract #3266
Prefix 33-8303

NOTED
State Highway Engineer

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
3/4"-½" Cr. Rock in SP	6,249.6	Cu. Yd.	$1.33	$1.75	$8,307.11	$10,936.80
½"-¼" " " " "	6,071.8	" "	1.33	1.75	8,070.78	10,625.65
¼"-0" " " " "	3,080.4	" "	1.33	1.75	4,094.53	5,390.70
Haul Cr. Rock, Pile Measure	57,729.5	Yd. Mi.	0.17	0.11	10,020.94	6,350.25
SP Screen Rejects	336.9	Cu. Yd.	0.25	0.25	84.23	84.23
PA #1, Prepare SP Sites	All	L.S.			228.07	253.33
					$30,805.66	$33,640.96

Gross Revenue	$33,640.96
Total Cost	30,805.66
Net Profit	$ 2,835.30

Net Profit Equals 8.4% of Gross Revenue

Cow Canyon Rock Production

Detail of Cost

Labor:		
Supervision	$855.00	
Labor	11,049.47	
Payroll Insurance	848.79	
		$12,753.26
Equipment Rental & Misc. Supplies:		
Equipment Rental, Owned	$10,487.50	
Equipment Rental, Hired	500.00	
Gas, Oil and Grease	3,317.76	
Small Tools and Misc. Supplies	452.75	
Freight and Cartage	1,752.88	
Bond	242.93	
P.L. & P.D. Insurance	134.56	
P.U.C. Fees	154.79	
Home Office and General Overhead	1,009.23	
		18,052.40
Total Cost		$30,805.66

Cow Canyon Rock Production

Breakdown of Costs

Operation	Quantity	Unit	Total Cost	Unit Cost
Move In and Set Up	15,401.8	Cu. Yd.	$4,496.66	$0.292
Feed Crusher	"	" "	2,234.11	0.145
Crush	"	" "	12,234.42	0.794
Stockpile	"	" "	1,507.23	0.098
Haul Cr. Rock, Pile Measure	57,729.5	Yd. Mi.	10,020.94	0.173
Screen Rejects	336.9	Cu. Yd.	84.23	
PA #1, Prepare Stockpile Sites	All	L.S.	228.07	
Total Cost of Project			$30,805.66	

Remarks:

This was a "State Project". The contract, calling for furnishing of 14,800 cu. yds. of crushed rock in stockpiles on The Dalles-California and Sherman highways, was bid and awarded December 19th, 1949.

The contractor started erection of a crushing plant at the designated material source on April 28th, 1950. Crushing operations were started May 8th, 1950, and the project was completed May 27th, 1950.

The crushing plant consisted of a 30" x 42" jaw crusher, a 3' gyratory crusher, two 40" x 22" rolls crushers, 3' x 10' scalping screen, 4' x 16' classifying screen, 40 cu. yd. crushed rock bunker, conveyors and electric motors as required. The plant was powered by three D-13000 caterpillar generator units.

The source of material for this project was a waste pile of 10"-0" basalt rock from roadbed excavation on a previous contract. This material was dozed from the waste pile to the crusher feeder with a D-8 caterpillar tractor, making the cost of feeding the crusher much lower than normal.

The crusher was operated two 8-hour shifts per day, six days per week. The crusher operated 260 hours and produced 15,402 cu. yds. of crushed rock for an average production of 59 cu. yds. per hour.

Hauling of crushed rock was done with six trucks and a Super C Tournapull, with the Tournapull hauling to stockpiles adjacent to the plant. Because of a short haul on approximately fifty percent of the crushed rock for this project and a long steep grade on the haul to the stockpiles at M.P. 78.28 and M.P. 84.56, the cost of hauling crushed rock was high, and the contractor suffered a loss on this item.

Excellent equipment and supervision, with good production, made the project show a fair profit.

E. H. Clymer
Cost Analyst

By . . C. Swenson

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JUN 27 1950
FOR FILING

33-8303
3266

June 26, 1950

Seaboard Surety Co.
75 Maiden Lane
New York 7, N. Y.

Gentlemen:

Please be advised that State Highway Contract No. 3266, for rock production on the Cow Canyon Section of The Dalles-California and Sherman Highways in Wasco and Jefferson Counties, has been completed by the contractor, E. C. Hall Co., and that final payment in the amount of $965.80 will be made after acceptance by the Highway Commission.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $33,640.96, and that no force account work was performed on the project. This contract was completed on May 27, 1950 but has not as yet been accepted by the Commission.

We are sending you this notice as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Hansen & Rowland, Inc.
611 Henry Bldg.,
Portland 4, Oregon

Hansen & Rowland, Inc.
Tacoma, Wash.

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FOR FILING

33-1303

3266

June 15, 1950

Seaboard Surety Co.
75 Maiden Lane
New York 7, N. Y.

Gentlemen:

You are advised of the intention of the State Highway Commission to make semi-final payment to E. C. Hall Co., on contract No. 3266, for rock production on the Cow Canyon Section of the The Dalles-California and Sherman Highways in Wasco and Jefferson Counties. This payment, in the amount of $32,675.16, will be made on or after June 26, 1950. The retained percentage is $1,010.57.

The State is not advised of any unpaid claims for labor or materials, or of the existance of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Hansen and Rowland, Inc.
611 Henry Bldg.
Portland 4, Oregon

Hansen & Rowland, Inc.
Puget Sound Bank Bldg.
Tacoma, Wash.

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6-15-50 J

Form E-1—5M—1-[illegible]

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 10, 1950

Section Cow Canyon

Kind of work Rock Production

Highway The Dalles-California & Sherman

Section prefix 33-8303

Contractor E. C. Hall Co.

Contract number 3266

Date of Contract December 19, 1949

Date of completion July 31, 1950

Date work started April 24, 1950

Estimated date of completion May 27, 1950

Amount of contract $32,390.50

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . $ 33,685.73

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date $ 2050.00, 97 %

Date project was completed May 27, 1950

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final estimate mailed to Division office June 7, 1950.

Third notification as of June 5th.

Final Report.

NOTED
E. C. [illegible]

NOTED
E. M. BOOTH

Signed Lowell M. Stratton
Lowell M. Stratton, Res. Engr.
Address Madras

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			37		
Miles partially completed					
Miles completed					
Total estimated quantities			14,800		
Estimated quantities moved or placed to date			15,415		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	Rain		
Thursday	Fair		
Friday	"		
Saturday	"		

RECEIVED
JUN 12 1950
OFFICE OF
CONSTRUCTION ENGINEER

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FEB 9 1950
FOR FILING

33-8303

3266

February 8, 1950

E. C. Hall Co.
12012 S. W. Barbur Blvd.
Portland 19, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3266 which was awarded to you on December 19, 1949 by the State Highway Commission, for rock production on the Cow Canyon Section of The Dalles-California and Sherman Highways in Wasco and Jefferson Counties.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

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3766

December 21, 1949

E.C. Hall Company
Route 6, Box 630
Portland 1, Oregon

Gentlemen:

The State Highway Commission on December 19, 1949, awarded you the contract for the Cow Canyon Rock Production Project on The Dalles-California and Sherman Highways, in Wasco and Jefferson Counties. This award was based on your low bid of $32,390.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rm

cc - S.H. Probert

S-38(3) Kings Valley-Read Cr. Sec., 1949
Kings Valley Secon. Hwy.
#3267

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FOR FILING

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3267

R.H. Baldock

October 30th, 1950

Contract No. 3267
Kings Valley-Read Creek

FINAL COST ANALYSIS
Surface and Oil
J. R. Taggart & Co., Inc. Kings Valley Secondary Highway
Darel D. Rohrbough, Resident Engineer

Prefix 102-1019

	Description	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
(1)	2"-0" Cr. Rock in Base	21,771	Cu. Yd.	$2.10	$2.35	$45,686.48	$51,161.85
(1)	3/4"-0" Cr. Rock in Base and Shoulders	912	" "	2.35	2.50	2,143.20	2,280.00
(1)	Sprinkling	967	M-Gal.	1.19	3.00	1,149.74	2,901.00
(2)	Preparation of Base	5.7	Mile	90.83	200.00	517.74	1,140.00
(1) (2)	Furn. & Place Aggregates	5,199	Cu. Yd.	3.35	3.50	17,423.54	18,196.50
(2)	RT-4 Tar in Binder	127.13	Ton	26.34	33.50	3,349.21	4,258.86
(2)	121-150 Asphalt	423.02	"	30.08	36.50	12,725.12	15,440.23
(1)	PA #1, Furnich & Haul Borrow Material	348	Cu. Yd.	0.64	1.00	223.42	348.00
(1)	PA #2, Purchase Excess Rock in Stockpile	573.4	" "	2.07	2.00	1,187.51	1,146.80
						$84,405.96	$96,873.24

	J. R. Taggart	J. C. Compton	Total
Gross Revenue	$68,957.15	$27,916.09	$96,873.24
Total Cost	61,162.16	23,243.80	84,405.96
Net Profit	$ 7,794.99	$ 4,672.29	$12,467.28
% of Net Profit	11.3%	16.7%	12.9%

(1) Work performed by J. R. Taggart
(2) " " " J. C. Compton

Kings Valley-Read Creek

Detail of Cost
J. R. Taggart & Co.

Labor:

Supervision	$600.00	
Labor	6,329.73	
Labor Insurance	421.02	
		$7,350.75

Materials:

2"-0" Cr. Rock	21,771	cu. yd.	at	$1.25	in Bunkers	$27,213.75	
3/4"-0" Cr. Rock	912	"	"	1.50	" "	1,368.00	
Min. Agg.	5,772.4	"	"	1.50	" "	8,658.60	
							37,240.35

Equipment Rental & Miscellaneous Expense:

Equipment Rental, Owned	$4,395.00	
Hired Trucks	5,877.78	
Gas, Oil & Grease	2,562.15	
Miscellaneous Supplies & Small Tools	580.15	
P.U.C.'s	432.05	
Move In Expense	247.50	
Bond	328.60	
Home Office & General Overhead	2,068.71	
Public Liability & Property Damage	79.12	
		16,571.06
		$61,162.16

Kings Valley-Read Creek

Detail of Cost
J. C. Compton

Labor:			
Supervision		$400.00	
Labor		4,644.06	
Labor Insurance		288.11	
			$5,332.17
Materials:			
RT-4 Tar	127.13 Ton at $16.27	$2,069.01	
121-150 Asphalt	423.02 " " 20.00	8,460.60	
Freight on Tar and Asphalt		1,393.41	
			11,923.02
Equipment Rental & Miscellaneous Expense:			
Equipment Rental, Owned		$3,204.00	
" " , Hired		128.48	
Gas, Oil & Grease		1,240.10	
Miscellaneous Supplies & Small Tools		132.15	
P.U.C.'s		77.38	
P.L. & P.D. Insurance		63.05	
Bond		218.95	
Field Office Expense		87.02	
Home Office & General Overhead		837.48	
			5,988.61
			$23,243.80

Kings Valley-Read Creek

Remarks:

This contract, which required the resurfacing and oiling of 5.7 miles of the Kings Valley Secondary Highway, was bid and awarded on December 20th, 1949. The contractor started work on April 17th, 1950, and completed the project on July 12th, 1950.

The contractor decided to purchase the crushed rock from the Lambert commercial plant which is situated 2.5 miles east of M.P. 21.0, and the haul to the job averaged 5.0 miles. In order to secure an adequate supply of crushed rock when it was needed, the contractor took over the operation of the quarry and crushing plant with his own crew and worked two shifts per day. The rock was purchased at a set price at the bunker with the operating cost to the contractor deducted from the total amount due to the owner of the commercial plant. The 2"-0" base course was completed by May 27th, and was placed at an average rate of 101 cu. yds. per hour.

The oiling work was performed by the J. C. Compton Co. Two oiling crews worked on the project, one placing the RT-4 binder course and the other crew placed the oil mat. Most of the oil was hauled by motor transports from Portland with both hired haulers and the contractor's own tank trucks. The crew who placed the tar binder used a 1,250-gal. distributor and averaged 1,370 gallons per hour, and the other crew used a 2,150-gal. distributor and averaged 1,450 gallons of asphalt per hour.

The prime contractor made a good profit on the rock surfacing due to his efficient operations and good production. The oiling contractor made an excellent profit due to good prices and a minimum of lost time on his work.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

RECEIVED
JAN 30 1951
FOR FILING

MONTANA
OREGON
IDAHO
WASHINGTON

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

October 2, 1950

S-38(3)

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon S-38(3)
Kings Valley-Read
Creek Section

Dear Sir:

We are forwarding herewith for your files an executed copy of the modification of agreement.

Very truly yours,

W. H. LYNCH
Division Engineer

By: LJCaufield
L. J. Caufield
Principal Highway Engineer

Encl.

Jm

egon Fede. . Aid ondary Project No. S-3). CPRS-6

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on May 2, 1950, by the Oregon State Highway Commission and on behalf of the Commissioner of Public Roads, the said parties entered into an agreement for the improvement of that certain highway described therein and designated as Oregon Federal Aid Secondary Project No. S-38(3); and

WHEREAS, the said Highway Department has requested approval of a revision of the estimate to provide that the Federal funds approved and set aside to the credit of the project be increased from $58,000.00 to $62,000.00 (without change in the estimated cost);

NOW, THEREFORE, it is hereby mutually agreed by and between the said Highway Department and the Commissioner, that the estimate be revised in the manner above indicated and that the project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of sixty-two thousand and 00/100 dollars ($62,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof;"

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of sixty-two thousand and 00/100 dollars ($62,000.00), which does not exceed the authorized Federal pro rata share of one hundred four thousand, four hundred five and 40/100 dollars ($104,405.40), the approved total estimated cost of said project."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

IN WITNESS WHEREOF the parties have hereunto affixed their signatures on September 25, 1952.

OREGON STATE HIGHWAY COMMISSION

By ______________________

Chairman, State Highway Commission

By Chas H Reynolds

Member, State Highway Commission

By M.A. Mc [illegible]

Member, State Highway Commission

Attest

SECRETARY

RECOMMENDED FOR APPROVAL

STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS

By ______________________

Division Engineer

U. S. Bureau of Public Roads.

Oregon Federal Aid Secondary Project No. S-38(3).

RECEIVED
SEP 7 1950
FOR FILING

8 38 (3)

3267

OREGON STATE HIGHWAY COMMISSION
(date)
August 31, 1950

3267	5- Final	J. R. Taggart & Co. Inc.	
(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
14008	381563	$ 2,906.20	Aug. 30, 1950
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

- -

Specified Completion Date:

Time Extensions:

Completion Date:

Date Accepted:

Penalties:

Claims:

Remarks:

- -

Date:

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: SEP 1 1950

NOTED ON CARD
9-1-50

OREGON STATE HIGHWAY COMMISSION
(date)
August 31, 1950

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3267	5- Final	J. R. Taggart & Co. Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
14008	381563	$ 2,906.20	Aug. 30, 1950

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

- -

Specified Completion Date: July 31, 1950

Time Extensions: None required

Completion Date: July 12, 1950

Date Accepted: July 26, 1950

Penalties: None of Record

Claims: None of Record

Remarks:

- -

Date: 8-31-50

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:

RECEIVED
FOR FILING

S-38(3)

August 24, 1950

Mr. T. M. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate as basis for project agreement for the Kings Valley-Read Creek Section, Project No. S-38 (3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

[illegible]:ew

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-38 (3)

KINGS VALLEY-REED CREEK SECTION
OF THE KINGS VALLEY SECONDARY HIGHWAY IN BENTON COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, August 11, 1950

Type Code 5251

Roadway (Sta. 378+16 to 227+12 = 251+50 to 401+75)

14,400	cu. yds.	2" - 0" Rock in Base	$ 2.35	$ 33,840.00
7,400	cu. yds.	3/4" - 0" Rock in Base and Shoulders	2.50	18,500.00
540	M-gals.	Sprinkling	3.00	1,620.00
5.70	miles	Preparation of Base	200.00	1,140.00
5,600	cu. yds.	Furnishing and Placing Aggregates	3.50	19,600.00
124	tons	Furnishing and Placing RT-4 Tar in Binder Course	33.50	4,154.00
440	tons	Furnishing and Placing 151-200 Asphalt	36.50	16,060.00
			Subtotal	$ 94,914.00
			10% Engr. & Cont.	9,491.40
			Total	$104,405.40

Length of Roadway	5.699 miles
Length of Bridge (Exception)	0.006 mile
Total Length	5.705 miles
Cost per mile, Roadway	$18,300.68

Federal Aid Secondary Funds- -	$ 62,000.00
State Funds- -	42,405.40
	$104,405.40

State Funds for Construction: Chap. 175, laws 1917: Chap. 31, laws 1920: Chap. 529, laws 1939.
State Funds for Maintenance: Chap. 529, laws 1939.

RECEIVED
AUG 14 1950
FOR FILING

8-38(3)

3267

August 14, 1950

Phoenix Indemnity Company
360 Pine Street
San Francisco, Calif.

Attention: Mr. J. A. Wynne

Gentlemen:

Please be advised that State Highway Contract No. 3267, for surfacing on the Kings Valley-Read Creek Section of the Kings Valley Secondary Highway in Benton County, has been completed by the contractor, J. R. Taggart & Co.,Inc., and that final payment in the amount of $2,906.20 will be made on or after Aug. 24, 1950.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $96,873.24, and that no force account work was performed on the project. This contract was completed on July 12 and accepted by the Commission on July 26, 1950.

We are sending you this notice as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. S. Lochead, Agent
Phoenix Indemnity Co.
55 Fifth Ave.
New York 3, N. Y.

NOTED ON [illegible]

RECEIVED
AUG - 8 1950
FOR FILING

8-38(3)

3217

August 8, 1950

Phoenix Indemnity Company
360 Pine Street
San Francisco, Calif.

Attention: Mr. J. A. Wynne

Gentlemen:

You are advised of the intention of the State Highway Commission to make semi-final payment to J. R. Taggart & Co., Inc., on contract No. 3267, for surfacing on the Kings Valley-Road Creek Section of the Kings Valley Secondary Highway in Benton County. This payment, in the amount of $24,020.09, will be made on or after August 16, 1950. The retained percentage is $2,906.20.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands insurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. J. S. Lochead
316 N. Church St.
Salem, Oregon

NOTED ON CARD

Form E-1—4M—1-48

J38(3)

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 15, 1950

Section Kings Valley - Read Creek

Kind of work Bituminous Macadam & Surfacing

Highway Kings Valley Secondary

Section prefix 102-1019

Contractor J. R. Taggart & Co. Inc.

Contract number 5267

Date of Contract December 20, 1949

Date of completion July 31, 1950

Date work started April 17, 1950

Estimated date of completion , 19

Amount of contract $94,914.00

Per cent of time elapsed 92.2 %

Estimated cost of completed project, exclusive of engineering $99,750.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $5,500.00, 51 5.5%

Date project was completed July 12, 1950

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Oiling was completed on this project Wednesday.

The contractor had a blade maintaining and working on shoulders the balance of the week.

NOTED
H.G.S.

Signed (Res Engr.)

Address 620 Burkhart Street, Albany, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

NOTED
E. M. [illegible]

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		5.7		5.7	
Miles partially completed					
Miles completed		5.7		5.7	
Total estimated quantities		21,800			
Estimated quantities moved or placed to date		21,700			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				12	
Average force on project for week				32	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 2, Rollers 2, Mixers ...., Crushing or screening plants .... 5 Tenders

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., 7 Dump Trucks, 1 Distributor, 1 Retort

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Warm		
Monday	Warm		
Tuesday	Hot		
Wednesday	Hot		
Thursday	Hot		
Friday	Hot		
Saturday	Hot		

RECEIVED
JUL 17 1950
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
JUL 17 1950
FOR FILING
S-38(3)
3267

15

July 14, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was completed on July 12, 1950 on Contract No. 3267, Kings Valley-Reed Creek Section, in connection with Federal Aid Project No. S-38 (3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:ge

cc: John Cottrell

RECEIVED
FOR FILING

Department of Commerce
BUREAU OF PUBLIC ROADS
~~PUBLIC ROADS ADMINISTRATION~~
~~FEDERAL WORKS AGENCY~~
DIVISION EIGHT

ALASKA
MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

May 11, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon S-38(3)
Kings Valley-Read Creek

DearSir:

We are forwarding herewith for your files an executed copy of the project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: LJCaufield
L. J. Caufield
Principal Highway Engineer

Encl.

Jm

Form PR-2 (Revised 1946)

R8 6

State Oregon

Project No. S-38(3)

Federal Aid Secondary

PUBLIC ROADS ADMINISTRATION

FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 2nd day of May, 1950, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 3rd day of June, 1949, a program, which was approved on the 12th day of August, 1949, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 2nd day of December, 1949; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of fifty-eight thousand and 00/100 dollars ($58,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State **Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.** (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between **survey station 378+16 in the SE 1/4, Section 16, T. 10 S., R. 6 W., W.M., and survey station 401+75 in the NW 1/4, Section 16, T. 11 S., R. 6 W., except station 344+49E to 344+19E,**

, length **5.699** miles, in **Benton** County, being **Oregon Federal Aid/Secondary** project No. **S-38(3)**, consisting of **5.699** miles of roadway and **no** bridges, of more than 20 feet clear span,

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

16—11379-2

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of fifty-eight thousand and 00/100 dollars ($58,000.00), which does not exceed the authorized Federal pro rata share of one hundred four thousand four hundred five and 40/100 dollars ($104,405.40), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:
(Include reference to statute authorizing

Chapter 529, Laws 1939.
funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

Attest

SECRETARY

By

Chairman, State Highway Commissio
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By

Acting *Division Engineer,*
Public Roads Administration.

RECEIVED
★MAY 10 1950★
DIVISION 8

RECEIVED
APR [illegible]
FOR FILING

S-38(3)

3267

April 19, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was started on April 17, 1950 on Contract No. 3267, Kings Valley-Dead Creek Section, in connection with Federal Aid Project No. S-38 (3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

DBP:md

RECEIVED
APR 7 - 1950
FOR FILING

S-38(3)

March 30, 1950

Mr. T. H. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate as basis for project agreement for the Kings Valley-Road Creek Section, Project No. S-38 (3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JMN:gm

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-38 (3)

KINGS VALLEY-READ CREEK SECTION
OF THE KINGS VALLEY SECONDARY HIGHWAY IN BENTON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 28, 1950

Type Code 5251

Roadway (Sta. 378+16 to 227+12 = 251+50 to 401+75)

14,400	cu. yds.	2" - 0" Rock in Base	$ 2.35	$ 33,840.00
7,400	cu. yds.	3/4" - 0" Rock in Base and Shoulders	2.50	18,500.00
540	M-gal.	Sprinkling	3.00	1,620.00
5.70	miles	Preparation of Base	200.00	1,140.00
5,600	cu. yds.	Furnishing and Placing Aggregates	3.50	19,600.00
124	tons	Furnishing and Placing RT-4 Tar in Binder Course	33.50	4,154.00
440	tons	Furnishing and Placing 151-200 Asphalt	36.50	16,060.00
		Subtotal		$ 94,914.00
		10% Engr. & Cont.		9,491.40
		Total		$104,405.40

Length of Roadway	5.699 miles
Length of Bridge (Exception)	0.006 mile
Total Length	5.705 miles
Cost per mile, Roadway	$18,300.68

Federal Aid Secondary Funds- -	$ 58,000.00
State Funds- -	46,405.40
	$104,405.40

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

December 2, 1949

REFERRED TO
Robert
By Asst. Chief Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.&E. documents for Oregon Project S-38(3), Kings Valley-Read Creek Section of the Kings Valley Secondary Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

It is noted that page two of the plans shows the length as 5.705 miles instead of 5.699 and the stations of the exception for Price Creek shown on the title sheet are in error. Please make the necessary corrections.

Very truly yours,

T. M. DAVIS
District Engineer

Original plans corrected for bridge stationing –

RECEIVED
DEC 5 1949
STATE HIGHWAY COMMISSION

November 16, 1949

Mr. T. M. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate, four copies of right of way statement, and one copy of form PR-9 covering program change to accompany plans and specifications for the Kings Valley-Reed Creek Section, Project No. S-38 (3).

Six bid proposals and one set of full size plans are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN:gs

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-38 (3)

KINGS VALLEY-READ CREEK SECTION

OF THE KINGS VALLEY SECONDARY HIGHWAY IN BENTON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, November 16, 1949

Type Code 5251

Roadway (Sta. 378+16 to 227+12 = 251+50 to 401+75)

14,400	cu. yds.	2" - 0" Rock in Base	$ 2.50	$ 36,000.00
7,400	cu. yds.	3/4" - 0" Rock in Base and Shoulders	2.75	20,350.00
540	M-gal.	Sprinkling	3.00	1,620.00
5.70	miles	Preparation of Base	150.00	855.00
5,600	cu. yds.	Furnishing and Placing Aggregates	3.50	19,600.00
124	tons	Furnishing and Placing RT-4 Tar in Binder Course	35.00	4,340.00
440	tons	Furnishing and Placing 151-200 Asphalt	45.00	19,800.00
536	tons	Furnishing and Placing RT-9 Tar	37.00	(Alternate)

Subtotal	$102,565.00
10% Engr. & Cont.	10,256.50
Total	$112,821.50

Length of Roadway	5.699 miles
Length of Bridge (Exception)	0.006 mile
Total Length	5.705 miles
Cost per mile, Roadway	$19,796.71

Federal Aid Secondary Funds- -	$ 58,000.00
State Funds- -	54,821.50
	$112,821.50

KINGS VALLEY-HEAD CREEK SECTION

PROJECT NO. S-38 (3)

All necessary rights of way have been acquired for this project.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

November 16, 1949

PR-9

PUBLIC ROADS ADMINISTRATION

COMMISSIONER:
ATTENTION--PROGRAM SECTION

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

November 16, 1949
(Date)

The following major program change of the individual project is requested:

Oregon
(State)

Postwar Federal Aid Secondary Highway Program
(Previous Program)

(Date of Approval)

COUNTY Benton

FA or FAS Route No. FAS 190

	Item No.	Project No.	Termini	Project Cost				Length Miles	Character of Proposed Work
				Class of Work	Total Cost	Federal Funds	State Funds		
Item as Now Programmed	87	S-38(3)	0.8 mi. S. of Kings Valley to 1.8 mi.N. of FA 22	Survey-Plans					2-lane intermediate-type surfacing
				Right-of-Way					
				Construction	100,000	58,000	42,000		
				Total	100,000	58,000	42,000	6.10	
Requested Revision	87	S-38(3)	0.8 mi. S. of Kings Valley to 2.2 mi.N. of FA 22	Survey-Plans					
				Right-of-Way					
				Construction	109,356	58,000	51,356		
				Total	109,356	58,000	51,356	5.70	

Program Balance subsequent to approval of this and previously recommended change is: $

Reason for Change: Project is to be constructed as programmed from 0.8 mi. south of Kings Valley to north end of S-38 (1). The length of project and south terminal description as given in the program was incorrect.

Recommended for approval ____________ District Engineer ________ (date)

Recommended: ____________ Division Engineer ________ (date)

Approved: ____________ Acting Commissioner ________ (date)

RECEIVED
JAN 17 1950
FOR FILING

S-38(3)

3267

January 16, 1950

J. R. Taggart and Company, Inc.
Route 1, Box 14
Salem, Oregon

Gentlemen:

We are sending you today a fully executed copy of contract No. 3267 which was awarded to you on December 20, 1949 by the State Highway Commission covering bituminous Macadam Surfacing on the Kings Valley-Read Creek Section of the Kings Valley Secondary Highway in Benton County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md
Enc.

Recorded 1/16 gl

RECEIVED
DEC 22 1949
FOR FILING

8-38(3)

December 21, 1949

Taggart & Company, Inc.
525 Rose Street
Salem, Oregon

Gentlemen:

The State Highway Commission on December 20, 1949, awarded you the contract for surfacing and bituminous macadam on the Kings Valley-Reed Creek Section of the Kings Valley Secondary Highway, in Benton County. This award was based on your low bid of $94,914.00 (Using Asphalt) submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc - S. H. Probert

RECEIVED
DEC 6 1949
FOR FILING

[illegible] OF COMMERCE
[illegible]
~~PUBLIC ROADS ADMINISTRATION~~
~~FEDERAL WORKS AGENCY~~
~~DIVISION EIGHT~~

P. O. BOX 3900
PORTLAND 8, OREGON

~~OREGON DISTRICT~~
S-38(3)
3267

32

December 2, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.&E. documents for Oregon Project S-38(3), Kings Valley-Read Creek Section of the Kings Valley Secondary Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

It is noted that page two of the plans shows the length as 5.705 miles instead of 5.699 and the stations of the exception for Price Creek shown on the title sheet are in error. Please make the necessary corrections.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

Copy to [illegible]

NOTED
W. C. WILLIAMS

RECEIVED
DEC 5 1949
STATE HIGHWAY COMMISSION

RECEIVED
DEC 1 1949
FOR FILING
S-38(3)

3267

November 30, 1949

Mr. T. M. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to plans for B-2 bituminous macadam surface on Federal Aid Secondary Project S-38 (3), Kings Valley-Reed Creek Section of the Kings Valley Highway.

This section of highway is subject to extremely heavy log hauling activity, and, during the past several years, we have been unable to maintain this section in a satisfactory condition for traffic. Realising that this log hauling will continue for many years, we deem it necessary to construct a surfacing of a greater thickness than a type O-11 oil mat. It is our considered opinion that a B-2 is the minimum thickness of surfacing that should be used on this section. We, therefore, request further consideration and approval of this type of surfacing.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:mo

cc Mr. S. H. Probert

EIVED
[illegible] 1949
FOR FILING

File

~~DEPARTMENT OF COMMERCE~~
~~BUREAU OF PUBLIC ROADS~~
PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX [illegible]
PORTLAND 8, OREGON

November 22, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We note that the plans for Federal Aid Secondary Project S-38(3), the Kings Valley - Reed Creek Section of the Kings Valley Highway, recently submitted provide for an Oregon B-2 bituminous macadam surface. The proposed mat is of considerably higher standard than ordinarily provided for secondary projects in the 100-400 traffic category and we question its justification. In this connection, the use of a B-2 mat on the 0.4 mile adjoining section S-38(2), cannot be cited as a precedent to follow over the entire route.

As a bituminous mat of less thickness would, we believe, be entirely adequate for present and prospective traffic and further because of criticism of the high per mile cost of Oregon Secondary projects, may we suggest that a Type 0-11 be substituted for the Type B-2 mat. The indicated resulting savings would amount to about $13,000. Your early reply will be appreciated.

Very truly yours,

Copy to Probert.

T. M. DAVIS
District Engineer

NOTED
W. C. WILLIAMS

STATE HI

RECEIVED
DEC 23 1949
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
~~PUBLIC ROADS ADMINISTRATION~~
~~FEDERAL WORKS AGENCY~~
DIVISION EIGHT

P. O. BOX [illegible]
PORTLAND 8, OREGON

OREGON DISTRICT S-38(3)

December 20, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in the award of contract on Oregon Project No. S-38(3), Kings Valley - Read Creek Section of the Kings Valley Secondary Highway, to J. R. Taggart and Company, Salem, Oregon, who submitted the low bid.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

copy to Project

RECEIVED [illegible]

[illegible]-8303 Lincoln County Line-Al[illegible]. 1947
Rock Production Project on the
#326[illegible] Alsea Highway.

RECEIVED
NOV 17 1950
FOR FILING

2-83C2

OREGON STATE HIGHWAY COMMISSION
(date)
Nov. 14, 1950

3268 (CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3268	6-final	F. O. Laws

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
18612	B-3915	$ 909.99	11/14/50

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. A. Wicklander
ACCOUNTING DIVISION

Specified Completion Date: June 30, 1950

Time Extensions: Extended to Aug. 12, 1950 without penalty

Completion Date: Aug. 12, 1950

Date Accepted: Sep. 28, 1950

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-15-50

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: NOV 16 1950
A. A. Wicklander

[illegible]D ON CARD
11-16-51

RECEIVED
OCT 20 1950
FOR FILING

2-8303

3268

October 19, 1950

Mr. Victor W. Arpke
Corvallis Branch of U. S. National Bank
Corvallis, Oregon

Dear Mr. Arpke:

Mr. S. H. Probert, Office Engineer, has advised us that you are interested in securing information concerning the filing of claims against the bond furnished with a State Highway contract, particularly Contract No. 3268, awarded to F. O. Laws for rock production on the Lincoln County Line-Alsea Mountain Section of the Alsea Highway in Benton and Lincoln counties. This contract was completed on August 12 and accepted by the Commission on September 28, 1950. The surety has been notified that final payment is to be made on or after October 30, 1950.

Each holder of a State Highway contract is required to furnish a performance bond in the full amount of the contract. This bond not only assures satisfactory completion of the work but also payment of just bills incurred in connection with the contract.

Claims as received in this office are recorded here and we notify the contractor and the surety of their receipt. If a claimant wishes to protect his claim for a period longer than six months following completion and acceptance of the contract, it is suggested that the claim be filed with the Secretary of State. There is attached an excerpt from the Oregon Laws outlining the procedure to make such a filing.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

cc - Mr. S. H. Probert

RECEIVED
OCT 19 1950
FOR FILING

2-8303
3261

October 19, 1950

General Casualty Co. of America
Billingsley-Huggins Insurance
Herald Building
Myrtle Point, Oregon

Gentlemen:

Please be advised that State Highway Contract No. 3268, for rock production on the Lincoln County Line-Alsea Mountain Section of the Alsea Highway in Benton and Lincoln Counties, has been completed by the contractor, F. O. Laws, and that final payment in the amount of $909.99 will be made on or after October 30, 1950.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

For your information we wish to advise that the total contract amount is $33,707.83, and that no force account work was performed on the project. This contract was completed August 12 and accepted by the Highway Commission September 28, 1950.

We are sending you this notice as your Company is surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: General Casualty Co.of America
General Insurance Bldg.
Seattle 5, Wash.
Attn.: Surety Department

NOTED ON CARD

10-17-52 jc

RECEIVED
OCT 13 1950
FOR FILING
2-8302
3268

October 10, 1950

Mr. F. O. Lamm
Box 1116
Myrtle Point
Oregon

Dear Sir:

The State Highway Commission, at its meeting on September 28, 1950, had under discussion your request for an extension of time of 23 days, from July 20 to August 12, 1950, within which to complete your contract No. 3268 for rock production on the Lincoln County Line-Alsea Mountain Section of the Alsea Highway in Benton and Lincoln Counties.

I am pleased to inform you that the Highway Commission granted your request without penalty. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: F. D. Mason,
Division Engineer

S. F. Walters,
Resident Engineer

E. O. Smith

NOTED ON CARD
11-10-52

RECEIVED
SEP 26 1950
FOR FILING

2-8303

3268

September 20, 1950

Oregon State Highway Commission

Request for extension of time
No. 5
September 28-29 meeting

Gentlemen:

Herewith is a request from F. G. Lowe for an extension of time on Contract No. 3268, Rock Protection Project on the Lincoln County Line-Alsea Mountain Section of the Alsea Highway, from July 30, 1950 to August 12, 1950.

The contractor encountered considerably more difficulty in operating the quarry than was anticipated and also incurred several breakdowns of machinery which retarded his production.

No expense or loss of time was incurred by the State because of the overrun on the contract time, and I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Enclosure

cc Mr. W. C. Williams
Mr. H. G. Smith

RECEIVED
SEP 15 1950
FOR FILING

22303

3268

September 15, 1950

General Casualty Co. of America
Billingsley-Huggins Insurance
Herald Building
Myrtle Point, Oregon

Gentlemen:

You are notified of the intention of the State Highway Commission to make semi-final payment to F. O. Laws, on contract No. 3268, for rock production on the Lincoln County Line-Alsea Mountain Section of the Alsea Highway in Benton and Lincoln Counties. This payment, in the amount of $4,360.34, will be made on or after September 25, 1950. The retained percentage is $1,014.37.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: General Casualty Co.of America
General Insurance Bldg.
Seattle 5, Wash.
Attn.: Surety Department

NOTED ON CARD
9-15-50

Form E-1—6M—3-50

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 12, 1950

Section Lincoln County Line-Alsea Mountain

Kind of work Rock Production

Highway Alsea

Section prefix 2-8303

Contractor F.O. Laws

Contract number 3268

Date of contract December 20, 1949

Date of completion June 30, 1950

Date work started February 26, 1950

Estimated date of completion August, 1950

Amount of contract $ 34,320.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 34,720.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 1900.00, 5.5 %

Date project was completed August 12, 1950

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor completed crushing at noon August 12th. There still remains the shaping of stockpiles.

He will start tearing down his plant at once so that McEwen can begin setting up.

NOTED
H. G. SMITH

NOTED
H. W. LIBBY

Signed

Address 620 Burkhart St., Albany, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			12,000		
Estimated quantities moved or placed to date			12,000		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			1		
Hours per shift			12		
Average force on project for week			7		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1........., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants 1.........

Compressors 1........, Bulldozers ...., Sheep-foot rollers ...., 5 trucks.............., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Warm		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
AUG 1 [illegible]
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
JUL 20 1950
FOR FILING

2-8302

3268

July 19, 1950

Mr. F. O. Lamm
Box 1116
Myrtle Point
Oregon

Dear Sir:

The State Highway Commission, at its meeting on July 11, 1950, had under discussion your request for an extension of time of 20 days, from June 30 to July 20, 1950, within which to complete your contract No. 3268 for rock production on the Lincoln County Line-Alsea Mountain Section of the Alsea Highway in Benton and Lincoln Counties.

I am pleased to inform you that the Highway Commission granted your request without penalty. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the Engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: F. D. Eason,
Division Engineer

Darel Rohrbough,
Resident Engineer

H. G. Smith

NOTED ON CARD
[illegible]

RECEIVED
JUN 28 1950
FOR FILING

2-8303

3268

June 22, 1950

Oregon State Highway Commission

Request for extension of time
No. 3
July 10 and 11 meeting

Gentlemen:

Herewith a request from F. O. Lane for an extension of time on Contract No. 1264, Lincoln County Line-Alsea Mountain Rock Production Project, from June 30, 1950, to July 20, 1950.

Because of load limit restrictions on the Alsea Highway, the Contractor was unable to move his equipment in as early as was anticipated. The 20-day overrun in the time limit will not inconvenience the State, and it is my recommendation that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. W. C. Williams
Mr. H. G. Smith

ll -

RECEIVED
JAN 18 1950
FOR FILING

2-8203

3268

January 18, 1950

REGISTERED MAIL

Mr. F. O. Laws
Box 1116
Myrtle Point, Oregon

Dear Mr. Laws:

Your Contract No. 3268 for rock production on the Lincoln County Line-Alsea Mountain Section of the Alsea Highway in Benton and Lincoln counties has been received in this office fully executed.

We are, therefore, returning your Check No. 1734 in the amount of $1,750 drawn on the Security Bank of Myrtle Point, Oregon which you submitted with your proposal on December 20, 1949.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md
Enc.

RECEIVED
JAN 17 1950
FOR FILING

2-8303

3268

January 16, 1950

Mr. F. O. Laws

Myrtle Point, Oregon

Dear Mr. Laws:

We are sending you today a fully executed copy of contract No. 3268 which was awarded to you on December 20, 1949 by the State Highway Commission covering rock production on the Lincoln County Line-Alsea Mountain Section of the Alsea Highway in Benton and Lincoln counties. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md
Enc.

1/16, 8C

RECEIVED
DEC 22 1949
FOR FILING

2-8303

3268

December 21, 1949

F. O. Laws
Box 1116
Myrtle Point, Oregon

Dear Mr. Laws:

The State Highway Commission on December 20, 1949, awarded you the contract for rock production on the Lincoln County Line-Alsea Mountain Section of the Alsea Highway in Benton and Lincoln Counties. This award was based on your low bid of $34,320.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc - S. H. Probert

18-8308 Whiskey Creek-East Forest 1949
Forest Boundary Rock Prod.
#3269 Project on the K. Falls

RECEIVED
SEP 15 1950
FOR FILING
18-8308

Files

OREGON STATE HIGHWAY COMMISSION
(date)
Sep. 11, 1950

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3269	5-final	Walter Borndt Constr. Co. & Austin B. McCoy	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
11524	381872	$ 2,175.23	Sept. 1, 1950

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

- -

Specified Completion Date:

Time Extensions:

Completion Date:

Date Accepted:

Penalties:

Claims:

Remarks:

- -

Date:

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: SEP 13 1950

OREGON STATE HIGHWAY COMMISSION
(date)
Sep. 11, 1950

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3269	5-final	Walter Berndt Constr. Co. & Austin B. McCoy	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
14524	381872	$ 2,175.23	Sept. 1, 1950

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

- -

Specified Completion Date: Aug. 31, 1950

Time Extensions: None required

Completion Date: July 6, 1950

Date Accepted: July 26, 1950

Penalties: None of record

Claims: None outstanding of record

Remarks:

- -

Date: 9-12-50

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:

RECEIVED
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FOR FILING

18-7308

3269

August 29, 1950

W. Talbot Sinclair, Manager
United States Fidelity & Guaranty Co.
1112 Cascade Bldg.
Portland 4, Oregon

Dear Sir:

Please be advised that State Highway Contract No. 3269, for rock production on the Whiskey Creek-East Forest Boundary Section of the Klamath Falls-Lakeview Highway in Klamath and Lake Counties, has been completed by the contractor, Walter Berndt Construction Co. and Austin B. McCoy, and that final payment in the amount of $2,175.23 will be made on or after September 8, 1950.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $51,731.75, and that no force account work was performed on the project. This contract was completed on July 6 and accepted by the Highway Commission on July 26, 1950.

We are sending you this notice as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

gl

Secretary

NOTED ON CARD

8-29-50 gl

RECEIVED
AUG 29 1950
FOR FILING

File

18-8308

3267

August 1, 1950

Mr. Lloyd H. Chapman
Box 887
Bly, Oregon

Dear Mr. Chapman:

We have today received a letter from Berndt-McCoy Construction Company stating that your claim against the contractor in the amount of $121.89 has been paid and also that the amount owed by Alcorn Brothers has been remitted. This latter claim is mentioned in your letter as being in the amount of $361.73. Their letter apparently is in reply to ours of July 24 in which we advised them of your claims in connection with State Highway Contract 3269.

So that we may close our records concerning this claim will you kindly advise if you have received payment as stated by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

Floyd
follow up

NOTED ON CARD
9-1-50 25

Berndt-McCoy Construction Company
ROAD BUILDING • DIRT MOVING • ROCK CRUSHING
BOX 427
Vancouver, Washington

July 29, 1950

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Dear Sir:

Receipt is acknowledged of a copy of your letter to the United States Fidelity and Guaranty Company relative to claims of Lloyd H. Chapman, Box 887, Bly, Oregon, in connection with Contract 3269.

Please be advised that Mr. Chapman has now been paid in full for his account and that we have also remitted the amount owing by Alcorn Brothers and charged to our account.

With the exception of four accounts, upon which adjustments are pending all bills of which we have knowledge have been paid on this contract. The four exceptions will be cared for as soon as the correct amount can be determined.

Very truly yours,

Berndt-McCoy Construction Co.

By Austin B. McCoy

ABMcC:d

RECEIVED
JUL 31 1950
FOR FILING

18-8308

3269

July 24, 1950

W. Talbot Sinclair, Manager
United States Fidelity and Guaranty Co.
1112 Cascade Bldg.
Portland 4, Oregon

Dear Sir:

You are advised of the intention of the State Highway Commission to make semi-final payment to Walter Berndt Construction Co. and Austin B. McCoy, on contract No. 3269, for rock production on the Whiskey Creek-East Forest Boundary Section of the Klamath Falls-Lakeview Highway in Klamath and Lake Counties. This payment, in the amount of $3,769.07, will be made on or after August 3,1950. The retained percentage is $1,532.68.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: E. A. Bjorklund, Manager
United States Fidelity & Guaranty Co.
221 Kearns Bldg.
Salt Lake City 8, Utah

Mr. Robert P. Dawson

NOTED ON CARD

7-24-50, gl

3269

RECEIVED
AUG - 1 1950
FOR FILING

18-8308

3269

July 24, 1950

Mr. Lloyd H. Chapman
Box 887
Bly, Oregon

Dear Mr. Chapman:

Your letter concerning an unpaid bill owed you by Walter Berndt Construction Company and Austin B. McCoy and E. N. Alcorn Trucking, a subcontractor, was received this morning. From the description given we believe that the job to which you refer may be State Highway Commission Contract No. 3269 with Walter Berndt Construction Company and Austin B. McCoy. This contract is for rock production on the Whiskey Creek-East Forest Boundary Section of the Klamath Falls-Lakeview Highway in Klamath and Lake counties and was completed by the contractor on July 6, 1950, but to date has not been accepted by the Commission.

Each contractor awarded a State Highway Commission contract is required to furnish a bond in the full amount of the contract and which bond guarantees the completion of the job and payment of all bills incurred in connection with the job. The United States Fidelity and Guaranty Company have provided the bond on the above mentioned contract, and their agent in this instance is Robert P. Dawson, Route 2, Box 536, Beaverton, Oregon. Your claim as received in this office will be brought to the attention of the bonding company and the contractor.

If you wish to protect your claim for a period longer than six months following completion of the job and acceptance by the Commission, it is suggested that a claim be filed with the Secretary of State. For your convenience in preparing this filing there is enclosed an excerpt from the Oregon Laws outling the necessary procedure.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Enc.

NOTED ON CARD
7-24-50 dgl

3269

ASSOCIATED SUPER SERVICE
LLOYD CHAPMAN
Box 887 Phone: 661
Bly, Oregon

H. B. Glaisyer
Sec. O. S. H. Comm.
Salem ore.

Dear Sir.

I am writing to you in regards to a unpaid bill which was Incurred by a contractor (Walter Berndt & Austin Mc coy) ~~knowns~~ as (Berndt & Mc coy const co Box 427 Vancouver wash.) and Sub contractor. (E V. alcorn.) Known as (E. V. alcorn trucking) 4318 Bartlett ave, Klamath falls, ore.

On a State rock crushing job located in Lake county, ore. near quartz mountain

I am of the understanding this was a bonded job.

and I would like information from you as to the proper procedure of collecting this bill.

(amount of bill) amount
Contractor: Berndt & Mc coy. $121.89
Sub contractor. E. V. alcorn. $361.13

Respectfully yours
Lloyd H. Chapman
Bly, ore.
Box # 887.

7-24-5[illegible], 19(

Mrs. Lewis

July 24, 1950

Mr. W. Talbot Sinclair, Manager
United States Fidelity & Guaranty Co.
1112 Cascade Building
Portland 4, Oregon

Dear Mr. Sinclair:

We have today received a letter from Lloyd H. Chapman, Box 887, Ely, Oregon, in which he advised that the contractor, Walter Berndt Construction Company and Austin B. McCoy owe him the sum of $121.89. No information was given as to how the bill was incurred. He also advises that E. E. Alcorn, known as E. E. Alcorn Trucking, 4318 Bartlett Avenue, Klamath Falls, owes him the sum of $361.73. Alcorn, he advises, operated as a subcontractor for Walter Berndt Construction Company and Austin B. McCoy.

From the description given in Mr. Chapman's letter it appears that these claims may be in connection with State Highway Contract No. 3269 with Walter Berndt Construction Company and Austin B. McCoy for rock production on the Whiskey Creek-East Forest Boundary Section of the Klamath Falls-Lakeview Highway in Klamath and Lake counties.

This information is furnished as the United States Fidelity and Guaranty Company appears as surety on the bond executed in connection with Contract 3269.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Mr. E. A. Bjorklund
221 Kearns Building
Salt Lake City, Utah

Mr. Robert P. Dawson
1112 Cascade Building
Portland 4, Oregon

Walter Berndt Construction Co. and
Austin B. McCoy
Box 427
Vancouver, Washington

7-24-50, JP

Form E-1—5M—3-50

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 15, 1950

Section	Whiskey Creek - East Forest Boundary	Kind of work	Rock Production
Highway	Klamath Falls - Lakeview.	Section prefix	18-8308
Contractor	Walter Berndt Const. Co. & Austin B. McCoy	Contract number	3269
Date of contract	December 20, 1949	Date of completion	XXXXX July 6, 1950
Date work started	March 18, 1950	Estimated date of completion	, 19
Amount of contract	$ 50,050.00	Per cent of time elapsed	80.55 %

Estimated cost of completed project, exclusive of engineering . . . $ 50,050.00

Per cent of contract completed, based on total contract price . . . 100 %

Engineering cost to date $ 3593.08, 107.3 % Date project was completed July 6, 1950

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

All work on this project has been completed.

Third notification has been sent in.

Semi-final estimate was sent in on Friday. July 14, 1950

NOTED

Signed J. S. Sawyer

Address Lakeview, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			51.51		
Miles partially completed					
Miles completed					
Total estimated quantities			17,100		
Estimated quantities moved or placed to date			16,800		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
JUL 10 1950
OFFICE OF
CONSTRUCTION ENGINEER

State Printing Dept. 38842

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3269

Files

January 20, 1950

Walter Berndt Construction Co.
Box 427
Vancouver, Wash.

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3269 which was awarded to you on December 20, 1949 by the State Highway Commission, for rock production on the Whiskey Creek-East Forest Boundary Section of the Klamath Falls-Lakeview Highway in Klamath and Lake County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 1/20, gl

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18-8308

3269

December 21, 1949

Walter Berndt Constr. Company and
Austin B. McCoy
Box 427,
Vancouver, Washington

Gentlemen:

The State Highway Commission on December 20, 1949, awarded you the contract for rock production on the Whiskey Creek-East Forest Boundary Section on the Klamath Falls-Lakeview Highway in Klamath and Lake Counties. This award was based on your low bid of $5,050.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Yours respectfully,

fm

Secretary
OREGON STATE HIGHWAY COMMISSION

cc - S. N. Probert

19-8305 Forest Boundary-Silver Lake 1949
Rock Production Project on the
Fremont Highway.

#3270

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3270

August 28th, 1950

NOTED
State Highway Engineer

FINAL COST ANALYSIS

Forest Boundary-Silver Lake Section
Fremont Highway

Contract #3270
Prefix 19-8305

Inter City Sand and Gravel Co., Contractor
H. S. Cox, Resident Engineer

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
3/4"-½" Cr. Mat'l. in SP	3,422.2	Cu. Yd.	$0.845	$1.25	$2,892.14	$4,277.75
½"-¼" " " " "	5,077.8	" "	0.845	1.25	4,291.30	6,347.25
¼"-0" " " " "	1,530.0	" "	0.845	1.25	1,293.02	1,912.50
Hauling Crushed Mat'l.	66,289.9	Yd. Mi.	0.074	0.08	4,875.26	5,303.19
SP Screen Rejects	3,842	Cu. Yd.	0.25	0.25	960.50	960.50
					$14,312.22	$18,801.19

Gross Revenue	$18,801.19
Total Cost	14,312.22
Net Profit	$ 4,488.97

Net Profit Equals 23.9% of Gross Revenue

Forest Boundary - Silver Lake

Detail of Cost

Labor:		
Labor and Supervision	$2,926.19	
Payroll Insurance	158.89	
		$3,085.08
Equipment Rental & Misc. Expense:		
Equipment Rental, Owned	$2,898.50	
" " , Hired	427.50	
Hired Trucks, Fully-operated	4,733.26	
Gas, Oil and Grease	853.25	
Move In, Freight and Cartage	1,150.00	
Small Tools and Misc. Supplies	372.00	
P.L. & P.D. Insurance	75.20	
Bond	141.41	
Home Office and General Overhead	576.02	
		11,227.14
Total Cost		$14,312.22

Forest Boundary-Silver Lake

Breakdown of Costs

	Cost	Quantity	Unit Cost
Move In, Set Up and Develop	$2,207.97	10,030 Cu. Yd.	$0.220
Haul to Crusher	2,067.98	" " "	0.206
Crush	3,436.14	" " "	0.343
Haul to Stockpile	4,875.26	66,289.9 Yd. Mi.	0.074
Stockpile	764.37	10,030 Cu. Yd.	0.076
Rejects	960.50	3,842 Cu. Yd.	0.250
Total Cost.......	$14,312.22		

Remarks:

This was a "State Project". The contract, calling for furnishing 10,000 cubic yards of crushed rock in stockpiles on the Forest Boundary-Silver Lake Section of the Fremont Highway, was bid and awarded December 20th, 1949. Work on the project was started March 27th, 1950, and the project was completed May 16th, 1950.

The contractor erected a portable Cedar Rapids tandem crusher at the designated scoriaceous rock deposit 0.4 mile west of M.P. 33.40 on the Fremont Highway. The crushing plant included a 10" x 36" jaw crusher, 30" x 16" rolls crusher, small plate-type feeder, 4' x 12' Symons triple-deck classifying screen, 40 cu. yd. rock bunker with electric motors and conveyors as required. The plant was powered with an 85 h.p. diesel engine and a 40 K.V. generator unit.

Overburden was stripped from the pit with a TD-9 International tractor with dozer and a TD-18 International tractor with dozer. These dozers also fed the plant during crushing operations.

The material in this deposit was fine with a maximum size of 3" and required only a small amount of crushing to reduce it to the required sizes. The main requirement of the crushing operation was the screening process and production could have been increased with additional screening capacity. Crushing operations were started April 3rd, 1950, and were completed May 15th, 1950. The crusher operated 248 hours and crushed 10,030 cu. yd., exclusive of the excess ¼"-0" material, for an average production of 40.4 cu. yd. per hour.

Hauling of crushed rock to stockpiles was hired on a yard mile basis.

Good crushing equipment, good production and low costs on set up and crushing operations made this project show a high percentage of profit.

E. H. Clymer
Cost Analyst

By . . C. Swenson

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1950
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19-8305

ORegon STATE HIGHWAY COMMISSION

June 23, 1950
(Date)

3270
(Contract No.)

3-final
(Est. No.)

Inter City Sand & Gravel Co. Inc.
(Contractor)

Vou. No:	Warrant No:	Amt: $	Date:
9692	376780	750.00	6/22/50

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified completion date:

ACCOUNTING DIVISION

Completed:

Contract Accepted:

Time Extensions:

Penalties:

Claims:

Remarks:

Date:

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed: OCT 3 1950

NOTED ON CARD

10-3-50

OREGON STATE HIGHWAY COMMISSION

June 23, 1950
(Date)

3270 (Contract No.)	3-final (Est. No.)	Inter City Sand & Gravel Co. Inc. (Contractor)	
Vou. No:	Warrant No:	Amt: $	Date:
9692	376780	750.00	6/22/50

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified completion date: July 31, 1950

ACCOUNTING DIVISION

Completed: May 16, 1950

Contract Accepted: Sep. 28, 1950

Time Extensions: None needed

Penalties: None of Record

Claims: None of Record

Remarks:

Date: 10-2-50

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed:

RECEIVED
MAY 31 1950
FOR FILING

19-8305

3270

May 31, 1950

United Pacific Insurance Co.
Fidelity and Surety Department
Seattle 14, Wash.

Gentlemen:

Please be advised that State Highway Contract No. 3270, for rock production on the Forest Boundary-Silver Lake Section of the Fremont Highway in Lake and Klamath Counties, has been completed by the contractor, Inter City Sand & Gravel Co.,Inc., and that final payment in the amount of $750.00 will be made after acceptance by the Commission.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $18,801.19, and that no force account work was performed on the project. This contract was completed on May 16, 1950 but has not as yet been accepted by the Commission.

We are sending you this notice as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Portland Branch Office

Bryant G. DeBar

5-31-50, g.l.

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MAY 24 1950
FOR FILING

19-83[illegible]

May 24, 1950

United Pacific Insurance Co.
Fidelity and Surety Dept.
Seattle 14, Wash.

Gentlemen:

You are advised of the intention of the State Highway Commission to make semi-final payment to Inter City Sand & Gravel Co.,Inc., on contract No. 3270, for rock production on the Forest Boundary-Silver Lake Section of the Fremont Highway in Lake and Klamath Counties. This payment, in the amount of $4,754.94, will be made on or after June 3, 1950. The retained percentage is $750.00.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

Bryant G. DeBar, Agent
88 10th Street East
Eugene, Oregon

NOTED ON CARD
5-24-50 g

Form E-1—5M—7-49

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 19, 1950, 19

Section Forest Boundary - Silver Lake

Kind of work Rock Production

Highway Fremont

Section prefix 19-8305

Contractor Inter City Sand and Gravel Co.

Contract number 3270

Date of contract Dec. 20, 1949

Date of completion July 31, 1950

Date work started March 27, 1950

Estimated date of completion May 16, 1950

Amount of contract $17,780.00

Per cent of time elapsed 65 %

Estimated cost of completed project, exclusive of engineering $20,780.00

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date $1245.00, 100 %

Date project was completed May 16, 1950, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor finished this project May 16, 1950. Plant remains to be removed from Quarry Site.

One day spent by field Party re-measuring Stockpiles, and one day spent finaling out this project. Semi-Final submitted May 17, 1950.

RECEIVED
MAY [illegible] 1950
OFFICE OF
[illegible]

NOTED
E. M. BOOTH

Signed

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			42.5		
Miles partially completed					
Miles completed					
Total estimated quantities			10,030		
Estimated quantities moved or placed to date			10,030		
Average daily quantities					
Average daily quantities necessary to complete project on time			0		
Number shifts per day			1		
Hours per shift			9		
Average force on project for week			5		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%;... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants 1

Compressors ...., Bulldozers 2, Sheep-foot rollers ...., Trucks 2 ...., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
MAY 22 1950
OFFICE OF
CONSTRUCTION ENGINEER

State Printing Dept. 22571

RECEIVED
JAN 23 1950
FOR FILING

19-83205

3270

January 20, 1950

Inter City Sand & Gravel Co., Inc.
3698 Highway 99 South
Eugene, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3270 which was awarded to you on December 20, 1949 by the State Highway Commission, for rock production on the Forest Boundary-Silver Lake Section of the Fremont Highway in Lake and Klamath Counties.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 1/20, gl

RECEIVED
DEC 22 1949
FOR FILING

19-8305

December 21, 1949

Inter-City Sand & Gravel Company
3698-U. S. 99 South
Eugene, Oregon

Gentlemen:

The State Highway Commission on December 20, 1949, awarded you the contract for rock production on the Forest Boundary-Silver Lake Section of the Fremont Highway in Lake and Klamath Counties. This award was based on your low bid of $17,780.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
fm OREGON STATE HIGHWAY COMMISSION

cc - S. H. Probert

S-234(6) Noti-Elmira Sec., Richardson- 1949
Eugene Secon. Hwy.
#3271

RECEIVED

FOR FILING

3271

R H. Baldock

April 16th, 1951

Contract #3271
Prefix 120-1060 S234(6)

FINAL COST ANALYSIS

Contractor - Acme Construction Co.
Resident Engineer - J. C. Chapman

Noti-Elmira Section
Oil Mat Surfacing

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Removing Pipe Culverts	687	Lin. Ft.	$2.00	$1.70	$1,168.90	$1,374.00
Struct. Excavation	224.69	Cu. Yd.	2.00	1.97	442.61	449.38
12" Concrete Pipe	561	Lin. Ft.	1.75	1.54	861.83	981.75
18" " "	291	" "	2.60	2.56	743.58	756.60
24" " "	72	" "	3.75	3.81	274.31	270.00
2"-0" Material in Base	10,515	Cu. Yd.	2.18	2.47	25,958.66	22,922.70
3/4"-0" Material in Base and Shoulders	3,779	" "	2.18	2.87	10,842.38	8,238.22
Sprinkling	301	M/Gal.	3.00	2.77	833.27	903.00
Preparation of Base	5.46	Mile	500.00	425.13	2,321.24	2,730.00
Furn. & Place Aggregate	3,501	Cu. Yd.	4.00	3.72	13,033.83	14,004.00
Furn. & Place RC-3 Asphalt	93	Ton	38.20	39.46	3,670.32	3,552.60
Furn. & Place 151-200 Asphalt	300.85	"	36.20	41.77	12,565.98	10,890.77
*PA #1, 1¼"-0" Cr. Rock in Stockpile	2,008.6	Cu. Yd.	1.80	1.80	3,615.48	3,615.48
*S.P. Screen Rejects on Road	179	" "	0.25	0.25	44.75	44.75
S.P. Hauling Rejects on Road	937	Yd. Mi.	0.12	0.12	112.44	112.44
*S.P. Screen Rejects in S.P.	621.5	Cu. Yd.	0.25	0.25	155.38	155.38
*Force Account					42.89	45.47
					$76,687.85	$71,046.54

*Rock crushing done by E. C. Swaggart.

Gross Revenue	$71,046.54
Total Cost	76,687.85
Total Loss	$ 5,641.31

Net Loss Equals 7.9% of Gross Revenue

Acme Construction Company
Contract #3271

Detail of Cost

Labor:					
Labor				$13,256.18	
Labor Insurance				994.21	
					$14,250.39
Materials:					
12" Concrete Pipe	561	lin. ft.	at $0.78	$ 437.58	
18" " "	291	" "	" 1.65	480.15	
24" " "	72	" "	" 2.35	169.20	
RC-3 Asphalt	93	ton	" 22.00	2,046.00	
151-200 Asphalt	300.65	"	" 20.00	6,017.00	
Freight	393.65	"	" 5.40	2,126.79	
					11,276.72
Equipment Rentals & Misc. Supplies:					
Equipment Rental (Owned)				$ 5,147.60	
" " (Hired, Fully-operated)				5,500.00	
Gas, Oil & Grease				2,206.34	
Bond				339.47	
P.U.C.				123.75	
Small Tools & Misc. Supplies				375.50	
General Overhead				850.00	
Move In, Freight & Cartage				755.00	
Paid E. C. Swaggart for Crushing Rock				35,863.08	
					51,160.74
Total Cost					$76,687.85

Noti-Elmira Section
Contract #3271

Remarks:

This was a "Federal Aid Project" for oil mat surfacing of 5.44 miles of highway on the Noti-Elmira Section of the Richardson-Eugene Secondary Highway in Lane County. The contract was bid and awarded December 19th, 1949. Work started February 27th, 1950, and was completed June 24th, 1950.

The contractor started removing old culverts and installing new culvert pipe March 13th, 1950, with a crew of 5 men and equipment used consisting of one ½ cu. yd. shovel and one small truck. The pipe installation was completed on March 30th. A fair profit was realized on the pipe.

The rock crushing was subcontracted by E. C. Swaggart who had his crushing plant in operation crushing rock for Lane County. The quarry used was the Hale quarry located approximately 0.25 mile north of the highway at M.P. 29.08, which mile point is 2.4 miles west of the town of Noti. The rock in the Hale quarry was very difficult to quarry due to overburden and soft rock. The good rock broke large and required secondary shooting which slowed down production and increased cost. The contractor had low bid prices, resulting in a loss on the crushed rock. The crushing for this project was started February 27th, 1950, and completed June 1st, 1950.

The base rock was hauled with eight 5 cu. yd. hired trucks and four 4 cu. yd. owned trucks, and the street work done with one blade, two rollers and one water wagon. A loss was suffered on the 2"-0" base rock and the 3/4"-0" base and shoulder rock due to the low bid prices.

The asphalt was purchased in Portland and transported in insulated tank transports to a storage tank adjacent to the highway at approximately the center of the project. The asphalt was spread with a 1,375-gallon distributor, and the aggregate was hauled with two hired and three owned trucks. The street work was done with a blade and two rollers. Low production in placing the asphalt resulted in the high cost. The aggregate was hauled to the street with two hired and three owned trucks and placed with a grader and two rollers.

Good supervision and equipment but low bid prices resulted in a loss on the project.

E. H. Clymer
Chief Cost Analyst

By . . George Kayser

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FOR FILING

[redacted]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX [illegible]
PORTLAND 8, OREGON

S 234(6)
3071

November 6, 1950

RECEIVED
NOV 8 1950
OREGON
STATE HIGHWAY COMMISSION

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of October 30, requesting a statement showing the exceptions taken in the audit of final voucher for Oregon Project S-234(6), Noti-Elmira Section of the Richardson-Eugene Highway.

We enclose a copy of a statement from our chief accountant explaining the deduction of $6.00 in the amount paid the State on the final voucher.

Very truly yours,

T M Davis
T. M. DAVIS
District Engineer

Encl.

TMD:re

Ivo

RECEIVED
NOV 1 - 1950
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S-234(6)

5271

October 30, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to the final voucher for the Noti-Elmira Section, Project No. S-234 (6).

The final voucher as submitted requested payment in the amount of $4,063.00, but payment has been received in the amount of $4,057.00.

Will you please send to us a statement showing the exceptions taken in your audit to result in this reduction, which information is necessary that our records for the project will be complete.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN:ga

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AUG 18 1950
FOR FILING

S-234 (6)

3271

OREGON STATE HIGHWAY COMMISSION
(date)
Aug. 2, 1950

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3271	5 - Final	Acme Construction Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
11770	B-379076	$ 2,131.20	8/1/50

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date:

Time Extensions:

Completion Date:

Date Accepted:

Penalties:

Claims:

Remarks:

Date:

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed:

AUG 2 1950
D B Taylor

OREGON STATE HIGHWAY COMMISSION
(date)
Aug. 2, 1950

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3271	5 - Final	Acme Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
11770	B-379076	$ 2,131.20	8/1/50

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Aug. 31, 1950

Time Extensions: None Needed

Completion Date: June 24, 1950

Date Accepted: July 11, 1950

Penalties: None of Record

Claims: None of Record

Remarks:

Date: Aug. 2, 1950

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:

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JUL 14 1950
FOR FILING

8-224(6)
3271

July 14, 1950

Durham & Bates
901 S. W. Washington
Portland 5, Oregon

Gentlemen:

State Highway Contract No. 3271, for surfacing on the Noti-Elmira Section of the Richardson-Eugene Secondary Highway in Lane County, has been completed by the contractor, Acme Construction Company, and final payment in the amount of $2,131.20 will be made on or after July 24, 1950.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information, we wish to advise that the total contract amount is $71,046.54, of which amount $45.47 represents force account items. This contract was completed on June 24, 1950, and accepted by the Commission on July 11, 1950.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

ams

cc American Casualty Co.
607 Washington St.
Reading, Penn.

Noted on card
GL 7/14

RECEIVED
JUL 6 - 1950
FOR FILING

8-234(6)

3271

July 6, 1950

Durham & Bates
901 S. W. Washington
Portland 5, Oregon

Gentlemen:

You are advised of the intention of the State Highway Commission to make semi-final payment to Acme Construction Company, on Contract No. 3271, covering Surfacing on the Noti-Elmira Section of the Richardson-Eugene Secondary Highway in Lane County. This payment, in the amount of $3,623.82, will be made on or after July 16, 1950. The retained percentage is $2,131.40.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

amc
cc American Casualty Co.
607 Washington St.
Reading, Penn.

Noted on card
~~Recorded~~ 7/6/50

Form E-1—8M—3-50

8734 (6)

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 1, 1950

Section Noti - Elmira

Kind of work Oil Mat Surfacing

Highway Richardson - Eugene

Section prefix 120-1060

Contractor Acme Construction Co.

Contract number 3271

Date of contract December 20, 1949

Date of completion August 31, 1950

Date work started February 27, 1950

Estimated date of completion June 24, 1950

Amount of contract $ 73,955.00

Per cent of time elapsed 187/258 73 %

Estimated cost of completed project, exclusive of engineering $ 71,046.74

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 4,578.26, 6.2 %

Date project was completed June 24, 1950

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Shaping of shoulders was completed Saturday June 24, which is date of completion.

E. C. Swaggart burned debris and completed clean- up of crushing site June 26.

Two men worked two days completing and shipping the semi-final estimate

NOTED

NOTED
E. M. BOOTH

Signed J. L. Chapman

Address 2141 E. 15th St. Eugene, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		5.44		5.46	
Miles partially completed					
Miles completed		5.44		5.46	
Total estimated quantities (Contract)		14,300		420	
Final quantities moved or placed to date		14,294		394	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
OFFICE OF
CONSTRUCTION ENGINEER

State Printing Dept. 38842

RECEIVED
JUN 28 1950
FOR FILING

8-234(6)

3271

June 27, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was completed on June 24, 1950 on Contract No. 3271, Noti-Elmira Section, in connection with Federal Aid Project No. S-234 (6).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

cc: John Cattrall
WW:md

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BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF COMMERCE
~~PUBLIC ROADS ADMINISTRATION~~
~~FEDERAL WORKS AGENCY~~
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

May 11, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon S-234(6)
Noti-Elmira Section
Richardson-Eugene Highway

Dear Sir:

Enclosed for your files is an executed copy of the project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L J Caufield
L. J. Caufield
Principal Highway Engineer

Encl.

Fer

Form PR 1 (Revised 1946)

18 13

State Oregon

Federal Aid Secondary

Project No. S-231(6)

PUBLIC ROADS ADMINISTRATION

FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 2nd day of May, 1950, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 15th day of March, 1949, a program, which was approved on the 27th day of May, 1949, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 1st day of December, 1949; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of forty-six thousand and 00/100 dollars ($46,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 51, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 0+36.19 in the NE 1/4, Section 25, T. 17 S., R. 6 W., W.M., and survey station 288+87 in the SE 1/4, Section 30, T. 17 S., R. 6 W., W.M., except stations 238+63 to 239+53., length 5.447 miles, in Lane County, being Oregon Federal Aid/Secondary project No. S-234(6), consisting of 5.447 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, [illegible]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

16—11879-2

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of forty-six thousand and 00/100 dollars ($46,000.00), which does not exceed the authorized Federal pro rata share of seventy-six thousand four hundred and 50/100 dollars ($76,400.50), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to The State Treasurer (Officer or Agency) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available) Chapter 529, Laws 1959.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission

By

Member, State Highway Commission

By

Member, State Highway Commission

By

(Title of officer)

By

(Title of officer)

Attest

SECRETARY

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS,

By
Acting Division Engineer,
Public Roads Administration.

RECEIVED
MAY 9 - 1950
OREGON DI

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FOR FILING

S-234(6)

F10

April 14, 1950

Mr. T. M. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Further reference is made to subcontracting by the Acme Construction Company on Oregon Project No. S-234 (6), Noti-Elmira Section.

I perhaps did not furnish you sufficient information relative to the work to be performed by the subcontractor. The contractor's price cannot be used as the subcontract amount for Items 6, 7, and 13, as the subcontractor merely produces the material and stockpiles it. In the case of 2" - 0" and 3/4" - 0" material in base, the subcontract amount is $1.70. This leaves the prime contractor a margin of 48¢ to haul and place the material on the roadbed. In the case of Item 13, the subcontract price is $2.20, which leaves the prime contractor only $1.80 for the incorporation of the materials in the oil mat wearing surface. If the subcontractor were doing all the work, then it is granted the contract bid item would apply, but such is not the case. Based on the prices I have quoted above, the subcontract amount for the participating items is $32,690, or 44.2%, as I advised you in my letter of April 6.

The subcontract also calls for non-participating items in the amount of $4,500 at contract price, which is 6.084%. This totals 50.287% of the total contract items, which is, we are sorry to state, 0.287% over the allowable limit. Perhaps we are in error in so doing, but we considered the participating items as the control in approving the subcontract. Inasmuch as your letter states that this is objectionable, we will refrain from such approval in the future.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

cc Mr. H. G. Smith

[illegible] COMMERCE
[illegible] OF PUBLIC ROADS
PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX [illegible]
PORTLAND 8, OREGON

April 11, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

Reference is made to Mr. Williams' letter of April 6th in reply to our March 31st inquiry into the amount of subcontracting by the Acme Construction Company on Oregon Project S-234(6), the Noti-Elmira Section.

Mr. Williams states the Acme Construction Company has subcontracted to E. C. Swaggart Company the crushing and stockpiling of Items 6, 7 and 13, the cost of which is $32,690.00 or 44.2% of the participating items.

Our review indicates the contract cost of these three items to be $46,374.00 or 62.7% of the participating items. In addition, attention is called to the contract between the State and the contractor, which states on page 4 of the requirements applicable to projects financed in whole or part with Federal funds, that the contractor shall perform with his own organization, work amounting to not less than 50 per cent of the total original contract value except named Specialty Items. This is further stipulated in the Commissioner's Rules and Regulations applying to the Federal-aid Highway Act of 1948, in which the language states "All contracts for projects under the Act shall contain suitable stipulations designed to insure that the contractor shall perform with his own organization work amounting to not less than 50% of the combined value of all items of work covered by the contract for each project".

We are rather at a loss to understand why the subcontract was approved by the State under the circumstances. Mr. Williams' letter, we believe, erred in using first, prices which were apparently subcontract prices and not bid prices, and second, any work under the contract pertaining to the project whether participating or not should also be considered.

We have gone to some length in this letter since it seems very desirable to iron out any misapprehension involving subcontracting.

It is suggested this contractor be given a definite interpretation of this matter to guard against any future violations which could result in his being prohibited from bidding on Federal particopating projects.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

Noti - Elmira Section

Items Subcontracted to E. C. Swaggart.

Item No.	Item	Quantity	Contract bid	Contract Amt.	Sub-bid	Sub Amt.
6	2"-0" Material in base	10,400	2.18	22672^{00}	1.70	17,680^{00}
7	3/4"-0" " " "	3,900	2.18	8,502^{00}	1.70	6,630^{00}
13	Mineral Aggregates	3800	4.00	15,200^{00}	2.20	8,380^{00}
						~~32,6~~
	Total of Participating Items			46,374^{00}		32,690^{00}
8	3/4"-1/2" Crushed Mat. in S. Pile	900	2.25	2025^{00}	2.25	2025^{00}
9	1/2"-1/4" " " " "	800	2.25	1800^{00}	2.25	1800^{00}
10	1/4"-0" " " " "	300	2.25	675^{00}	2.25	675^{00}
	Total- Non Participating			4500^{00}		4500^{00}

Total Contract Amount	\$73,955^{00}		
Total Part. sub contract items	32,690^{00}	or	44.202%
" N.P. " "	4,500^{00}	or	6.084%
" Sub Contract Amount	37,190^{00}	or	50.287%

Base materials are crushed & stockpiled. Prime Contractor Reserved 0.48 per yd for placing. On Min. Agg. he has held out 1.80 for placing and hauling.

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APR 7 1950
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S-234(6)
3271

File

April 6, 1950

1818

Mr. T. M. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

In reply to your letter of March 31 with regard to subcontracting on Oregon Project S-234 (6), Noti-Elmira Section of the Richardson-Eugene Secondary Highway, I wish to advise that the Acme Construction Company has subcontracted, to E. C. Swaggart Company, the crushing and stockpiling if Items 6, 7, and 13. The cost of these items is estimated at $32,690.00, or 14.2% of the contract amount of the participating items.

Swaggart has also subcontracted the crushing and stockpiling of maintenance materials at the unit bid price. However, the stockpile materials are non-participating items and do not obligate federal funds.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. H. G. Smith

ASSIGNMENT

No. 1818

April 3, 1950

By [illegible]

Description: T. M. Davis' letter of 3-31-50 re Oregon Project S-234 (6), Noti-Elmira Section of the Richardson-Eugene Sec. Hwy.

Acknowledged by _____ Referred to Smith ✓

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
xx Return with rough draft of reply
Please prepare for ______________ signature

Assignment executed ______ Report received ______

Remarks: 4-4-50

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~PUBLIC ROADS ADMINISTRATION~~
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX 3000
PORTLAND 8, OREGON

March 31, 1950

PLEASE F[illegible]
W. C. [illegible]
FOR FILING

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Oregon Project S-234(6), Noti-Elmira Section of the Richardson - Eugene Secondary Highway for which the contract was awarded to the Acme Construction Company, Eugene, Oregon on December 20, 1949.

A field inspection of this project indicates that the Acme Construction Company are subcontracting a considerable portion of this work and may we suggest that the subcontracts be checked up in order that the maximum of 50% subcontracting not be exceeded.

Very truly yours,

[illegible] M. DAVIS
District Engineer

NOTE
W. C. WILLIAMS

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STATE HIGHWAY [illegible]

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S-234 (6)

March 30, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate as basis for project agreement for the Noti-Elmira Section, Project No. S-234 (6).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWW:gm

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-234 (6)

NOTI-ELMIRA SECTION OF THE
RICHARDSON-EUGENE HIGHWAY IN LANE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 28, 1950

Type Code 5231

Roadway (Sta. 0+36.19 to 288+87)

650	lin. ft.	Removing Pipe Culverts	$ 2.00	$ 1,300.00
170	cu. yds.	Structural Excavation, Unclassified	2.00	340.00
850	lin. ft.	12" Concrete Pipe	1.75	1,487.50
170	lin. ft.	18" Concrete Pipe	2.60	442.00
90	lin. ft.	24" Concrete Pipe	3.75	337.50
10,400	cu. yds.	2" - 0" Material in Base	2.18	22,672.00
3,900	cu. yds.	3/4" - 0" Material in Base and Shoulders	2.18	8,502.00
350	M-gal.	Sprinkling	3.00	1,050.00
5.44	miles	Preparation of Base	500.00	2,720.00
3,800	cu. yds.	Furnishing and Placing Aggregates	4.00	15,200.00
100	tons	Furnishing and Placing RC-3 Asphalt	38.20	3,820.00
320	tons	Furnishing and Placing 151-200 Asphalt	36.20	11,584.00
			Subtotal	$69,455.00
			10% Engr. & Cont.	6,945.50
			Total	$76,400.50

Length of Roadway,	5.447 miles
Length of Bridge (Exception)	.017 mile
Total Length	5.464 miles
Cost per mile, Roadway	$14,026.16

Federal Aid Secondary Funds- -	$46,000.00
State Funds- -	30,400.50
	$76,400.50

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

November 22, 1949

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate and four copies of right of way statement to accompany plans and specifications for the Noti-Elmira Section, Project No. S-234 (6).

Six bid proposals and one set of full size plans are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN:gs

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-234 (6)

NOTI-ELMIRA SECTION OF THE

RICHARDSON-EUGENE HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, November 22, 1949

Type Code 5231

Roadway (Sta. 0+36.19 to 288+87)

650	lin. ft.	Removing Pipe Culverts	$ 2.00	$ 1,300.00
170	cu. yds.	Structural Excavation, Unclassified	3.00	510.00
850	lin. ft.	12" Concrete Pipe	2.00	1,700.00
170	lin. ft.	18" Concrete Pipe	3.50	595.00
90	lin. ft.	24" Concrete Pipe	4.50	405.00
10,400	cu. yds.	2" - 0" Material in Base	3.25	33,800.00
3,900	cu. yds.	3/4" - 0" Material in Base and Shoulders	3.50	13,650.00
350	M-gals.	Sprinkling	3.00	1,050.00
5.44	miles	Preparation of Base	200.00	1,088.00
3,800	cu. yds.	Furnishing and Placing Aggregates	4.50	17,100.00
100	tons	Furnishing and Placing RC-3 Asphalt	38.00	3,800.00
320	tons	Furnishing and Placing 151-200 Asphalt	40.00	12,800.00
122	tons	Furnishing and Placing RT-4 Tar	32.00	(Alternate)
390	tons	Furnishing and Placing RT-9 Tar	33.00	(Alternate)
			Subtotal	$87,798.00
			10% Engr. & Cont.	8,779.80
			Total	$96,577.80

Length of Roadway	5.447 miles
Length of Bridge (Exception)	.017 mile
Total Length	5.464 miles
Cost per mile, Roadway	$17,730.45

Federal Aid Secondary Funds- -	$58,000.00
State Funds- -	38,577.80
	$96,577.80

NOTI-ELMIRA SECTION

PROJECT NO. S-234 (6)

All necessary rights of way have been acquired for this project.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

November 22, 1949

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S-234(6)

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March 7, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was started on February 27, 1950 on Contract No. 3271, Noti-Elmira Section, in connection with Federal Aid Project No. S-234 (6).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

DBF:md

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8-234 (6)

3271

January 18, 1950

Acme Construction Co.
733 Olive Street
Eugene, Oregon

Dear Sir:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3271 which was awarded to you on December 20, 1949 by the State Highway Commission, for surfacing on the Noti-Elmira Section of the Richardson-Eugene Secondary Highway in Lane County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

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encl. 1

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8-234(6)

December 21, 1949

Acme Construction Company
733 Olive Street
Eugene, Oregon

Gentlemen:

The State Highway Commission on December 20, 1949, awarded you the contract for the Noti-Elmira Section of the Richardson-Eugene Secondary Highway in Lane County. This award was based on your low bid of $73,955.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc - S. H. Probert

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S-234(6)
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
~~PUBLIC ROADS ADMINISTRATION~~
~~FEDERAL WORKS AGENCY~~
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

December 20, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in the award of contract on Oregon Project No. S-234(6), Noti-Elmira Section of the Richardson - Eugene Secondary Highway, to Acme Construction Company, Eugene, Oregon, who submitted the low bid.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

Copy to Probert.

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OREGON DISTRICT

BUREAU OF PUBLIC ROADS
~~PUBLIC ROADS ADMINISTRATION~~
~~FEDERAL WORKS AGENCY~~
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

December 1, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.&E. documents for Oregon Project S-234(6), Noti-Elmira Section of the Richardson-Eugene Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

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OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
~~PUBLIC ROADS ADMINISTRATION~~
~~FEDERAL WORKS AGENCY~~
DIVISION EIGHT

P. O. BOX [illegible]
PORTLAND 8, OREGON

November 29, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In our review of plans on Oregon Project No. S-234(6), it is noted the bridge stationing as shown on the title sheet is reversed and should be corrected prior to submission of reduced plans.

Very truly yours,

T. M. DAVIS
District Engineer

By: CGPolk
C. G. POLK
Sr. Highway Engineer

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FOR FILING
OREGON DISTRICT

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

P. O. BOX [illegible]
PORTLAND 8, OREGON

November 23, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise that the program change in Item No. 80, Project S-234(6), first supplement to the Oregon Postwar Federal Aid Secondary Highway Program, dated March 15, 1949, has been approved effective November 21, 1949.

The current status as approved:

Termini:	Noti to Elmira
Total Cost:	$100,000 (Same)
Federal Funds:	No change
Length:	5.46

This action was requested in your letter and attachment of November 10, 1949

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

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DEC 13 1949
FOR FILING

November 10, 1949

Mr. T. M. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing one copy of form PR-9, requesting program change for item number 80, Noti-Elmira Section, Project No. S-216 (6).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN:gs

Encl.

PR-9

PUBLIC ROADS ADMINISTRATION

COMMISSIONER:
ATTENTION--PROGRAM SECTION

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

November 10, 1949
(Date)

The following major program change of the individual project is requested:

Oregon
(State)

Postwar Federal Aid Secondary Highway Program
(Previous Program)

(Date of Approval)

COUNTY Lane

FA or FAS Route No. FAS 238

	Item No.	Project No.	Termini	Project Cost Class of Work	Total Cost	Federal Funds	State Funds	Length Miles	Character of Proposed Work
Item as Now Programmed	80	S-234(6)	4.6 mi. West of Noti to Elmira	Survey-Plans					Intermediate-type surfacing
				Right-of-Way					
				Construction	$100,000	$60,000	$40,000		
				Total	$100,000	$60,000	$40,000	9.70	
Requested Revision	80	S-234(6)	Noti to Elmira	Survey-Plans					Intermediate-type surfacing
				Right-of-Way					
				Construction	$100,000	$60,000	$40,000		
				Total	$100,000	$60,000	$40,000	5.46	

Program Balance subsequent to approval of this and previously recommended change is: $

Reason for Change: Subsequent and more detailed study shows the existing surface to be in very poor condition and to require the addition of 4 inches of crushed rock to provide an adequate base for the new oil surface. This was not originally contemplated. The increased per mile cost necessitates a reduction in length to stay within the unds programmed.

commended for approval ____________ District Engineer ________ (date)

Recommended: ____________ Division Engineer ________ (date)

Approved: ____________ Acting Commissioner ________ (date)

RECEIVED
AUG 12 1949
FOR FILING

8-11-49

J. T. Shipman, Jr.
Secretary-Treasurer
Swanson Bros. Lumber Co., Inc.
Noti, Oregon

Dear Mr. Shipman:

I have just received your letter of August 10, 1949, concerning the condition of the Elmira-Noti Section of the Richardson-Eugene Secondary Highway.

The State Highway Commission at its meeting on May 18, 1949, approved the oiling of this section as one of the projects in its Second Post War Construction Program, and authorized an expenditure of $100,000 for the purpose. It was contemplated that the contract for the oiling work would be awarded some time this year, it being one of the projects scheduled for construction in the first year under this program. According to the best information that is available to me, the project will be advertised for bids to be received by the Highway Commission at its meeting in November, which means that the work will be done during the 1950 construction season, since oiling work can not be satisfactorily accomplished during the season of rainy weather. In fact, only a limited amount of oiling work is done after the 15th of September for such reason.

As to maintenance of the highway during the coming winter season, I am sure that it is the intention of the State Highway Engineer to see that it is maintained in the best possible condition so that inconvenience to the traveling public will be kept at a minimum. I am bringing your letter to his attention so he will be informed of what you have in mind. I am also forwarding a copy to each member of the Highway Commission for their information.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ts

cc - Commissioners
R. H. Baldock

Swanson Bros. Lumber Co., Inc.
MANUFACTURERS OF DOUGLAS FIR LUMBER
Noti, Oregon

August 10, 1949

H.B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer,

The state highway between Elmira, Oregon and points west through Noti, Walton, etc., is in a deplorable condition. Naturally, we are particularly interested in the road from Noti to Elmira.

In program for oiling 100000 - 1st yr.

Last year McNutt Bros. Construction Co. prepared the road for what we thought was oiling, but nothing was done about it. During the winter months last year it was painfully evident that something should have been done. Now the road is in the same condition it was before the Spring of 1948. Such waste of state funds should cease. For the safety, convenience, comfort and economy of all taxpayers in this area it is heartily urged that something be done along permanent lines about this cowpath the State Highway Commission calls a highway before the fall rains set in.

In view of the heavy traffic this road is subject to, we believe that the State Highway Commission should do something soon.

If a petition is the only voice you hear that can certainly be arranged.

RECEIVED
AUG 11 1949
OREGON
STATE HIGHWAY COMMISSION

Very truly yours,

SWANSON BROS.LBR. CO., INC.

By: J. T. Shipman Jr.
J.T. Shipman,Jr., Sec.-Treas.

JTS/ss

C.c. Mr. Ben Chandler
101 N. Broadway
Coos Bay, Oregon

ACKNOWLEDGED
H. B. GLAISYER

LING
NFIELD, CHAIRMAN
PORTLAND
. R. CHANDLER, MEMBER
OOS BAY
. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

J. T. Shipman, Jr.
Secretary-Treasurer
Swanson Bros. Lumber Co., Inc.
Noti, Oregon

Dear Mr. Shipman:

I have just received your letter of August 10, 1949, concerning the condition of the Elmira-Noti Section of the Richardson-Eugene Secondary Highway.

The State Highway Commission at its meeting on May 18, 1949, approved the oiling of this section as one of the projects in its Second Post War Construction Program, and authorized an expenditure of $100,000 for the purpose. It was contemplated that the contract for the oiling work would be awarded some time this year, it being one of the projects scheduled for construction in the first year under this program. According to the best information that is available to me, the project will be advertised for bids to be received by the Highway Commission at its meeting in November, which means that the work will be done during the 1950 construction season, since oiling work can not be satisfactorily accomplished during the season of rainy weather. In fact, only a limited amount of oiling work is done after the 15th of September for such reason.

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Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ts

cc - Commissioners
R. H. Baldock

Baldock

SWANSON BROS. LUMBER CO., INC.
Noti, Oregon

August 10, 1949

H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

The state highway between Elmira, Oregon and points west through Noti, Walton, etc., is in a deplorable condition. Naturally we are particularly interested in the road from Noti to Elmira.

Last year McNutt Bros. Construction Co. prepared the road for what we thought was oiling, but nothing was done about it. During the winter months last year it was painfully evident that something should have been done. Now the road is in the same condition it was before the Spring of 1948. Such waste of state funds should cease. For the safety, convenience, comfort and economy of all taxpayers in this area it is heartily urged that something be done along permanent lines about this cowpath the State Highway Commission calls a highway before the fall rains set in.

In view of the heavy traffic this road is subject to, we believe that the State Highway Commission should do something soon.

If a petition is the only voice you hear that can certainly be arranged.

Very truly yours,

SWANSON BROS. LBR. CO., INC.

By: /s/ J. T. Shipman, Jr.
J. T. Shipman, Jr., Sec.-Treas.

JTS/ss

cc Mr. Ben Chandler
101 N. Broadway
Coos Bay, Oregon

F-308(4) Coast Fork-Willamette River 1949
Br., E. of Goshen, Willamette
#3272 Hwy.

F-308(4)
3272

OREGON STATE HIGHWAY DEPARTM
CONSTRUCTION DIVISION
Soils Section
Base Design

Section: Coast Fork-Willamette River to Divide
County: Lane Prefix 20-1453-900
Length of Project: 11.52 Miles

Highway: Pacific
Res. Eng'r.: J. C. Chapman
Stations: 447+93 to 1056+80.0L

Dimensions in Inches

Theoretical Design				Recommended Detail of Base and Wearing Surface					
Station to Station	Average ~~Computed~~ Base and Wearing Surface	Increase for Safety factor and Construction Traffic	Total Base and Wearing Surface	Select sub-grade material, Topping or subbase	Base	Leveling Course	Wearing Surface	Total Base etc. and Wearing Surface	Traffic
447+93 766+00	13"	2½"	15½"	———	10"	2"	3½"	15½"	Heavy
766+00 892+40	15"	3½"	18½"	———	13"	2"	3½"	18½"	"
892+40 999+13.06 1012+70L^S	13"	2½"	15½"	———	10"	2"	3½"	15½"	"
999+13.06 1012+70L^S to 1056+80.0 L	16"	4"	20"	———	14½"	2"	3½"	20"	"

Borrow pit at Sta. 440 used from Station 447+93 to 463+00 (Gravel)
Borrow pit at Sta. 510 used from Station ± 510 to ±585 "
Borrow pit at Sta. ± 617 used from Station ± 585 to ±650 "
Borrow pit at Sta. 695 used from Station ±650 to ± 725 "

Subcut 12" for poor roadbed soils
Station 801+50 to 804+40
Station 1057+50 to 1062+50

Submitted by
Ass't. Construction Engineer

Recommended by
Construction Engineer

Recommended by G W Harra
Engineer of Materials

Approved by
~~Ass't.~~ State Highway Engineer
Deputy

Deputy
cc ~~Ass't.~~ State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Soils Engineer

1/28/54

DESIGN DATA

Station	Location	Depth	% Pass 200	LL	PI	R Value	% Silt	Computed Thickness Traffic Heavy
493+60	10' Lt.	12'	16.4	32	15	47	7.6	13 "
564	100' Rt.	12'	56.0	46	21	48	29.8	13 "
753+00	30' Lt.	19'	74.8	54	11	48	36.2	13 "
762+90	30' Rt.	30'	81.5	57	21	50	33.9	13 "
774+70	40' Lt.	0-22'	85.0	74	24	30	36.1	17½"
785 B		6'	81.5	57	21	50	33.9	13 "
802+70	50' Lt.	0-7'	77.4	55	22	56	38.1	13"
		7'-32'	76.7	50	16	30	38.0	17½"
822	250' Lt.	0-7'	77.9	47	20	42	39.1	13½"
L 1005	100' Rt.	2'-8'	87.1	64	28	48	43.4	13 "
L^N 1040+35B		1'-20'	79.2	57	21	69	39.5	13 "
L^N 1044	80' Lt.	0-3'	95.3	133	90	28	51.9	18½" Top Soil
1045 B		0-9'	96.6	79	45	36	42.9	15½"
L^N 1045+50	160 Lt.	0-9'	29.3	37	9	44	16.2	13 "
L^N 1056+70	30' Rt.	12'-26'	95.8	85	57	42	47.4	13½"
L^N 1062+30	20' Rt.	0-19'	69.5	67	18	62	31.9	13 "
L^N 1062+30	20' Rt.	19'-50'	77.4	61	26	19	43.8	21½" Subcut

1/28/54

Coast Fork-Willamette River to Divide
Pacific Highway

Coast Fork of Willamette River to Divide

Pacific Highway

The total thickness of base course plus wearing surface is recommended as shown on the Base Design Sheet, and is believed justified for the following reasons:

Section A. Station 447+93 to Station 766+00.

447+93 to 463+00	Embankment 14 to 18 feet in height constructed of gravel borrow obtained at Station 440.
463+00 to 510+00	2'-6½' embankment constructed of local soils represented by sample taken at Station 493+60 and requiring a computed 13" base course protection.
510+00 to 585+00	1' to 11½' embankment constructed of gravel from borrow pit west of Station 510.
585+00 to 650+00	2' to 7' embankment constructed of gravelly soil from borrow area east of Station 613. Test constants on this compare with soils requiring a computed 13" total thickness of base plus wear.
650+00 to 726+10	1½' to 20' embankment constructed of gravel from borrow pit right and left of Station 685+00.
726+10 to 766+00	Approximately 20' embankment and cut and fill of from 8' to 15' depth using soils that require an average of 13" computed thickness for base plus wear.

Section B. Station 766+00 to 892+40.

766+00 to 824+00	Cut and fill with embankments varying from 8' to 25' in height and cuts of from 4' to 45' in depth. Soils in this area average computed 14½" base plus wearing surface requirement.
824+00 to 892+40	Cut and fill with embankments varying from 1' to 25' in height and cuts up to 20' in depth. Soils in this area have not been tested, but field identifications indicate that they are similar to the previous section. 15" computed thickness of total base plus wearing surface therefore is assumed.

Section C. Station 892+40 to Station 999+13.06 L^N & 1012+20 L^S

892+40 to 976+60 Embankment of from 2' to 23' in height constructed of soils from borrow area to left of Station 949. This soil is similar to material approximately 1000' north of the borrow area which has test constants comparable to soils requiring an average of approximately 13" computed total thickness of base and wear.

976+60 to 1012+70 L^S & 999+13.06L^N Shallow cut and fill not exceeding 3' throughout. Local soil comparable to those used in previous section and require computed total thickness of base pluswear of 13". ✓

1012+70 L^S to 1052+84. 52 L^N & 1056+80.0 L

999+13.06 L^N & 1012+70 L^s to Station 1042+50. Cuts and fills of up to 8 feet in depth built with soils requiring a computed average thickness of 14" for the base course plus wearing surface.

1042+50 to 1056+80 Cuts and fills of up to 42 feet in depth through rough area. The soils are errotic in this section, but average approximately a computed total thickness of base course plus wearing surface of 16 inches.

The Design Data sheet has been revised by removing several tests on soils which were either outside and below the construction limits or would fall in the bottom portion of embankments. These soils were misleading in base course requirements, but were shown because they were originally used in determining an average computed requirement for the area.

RECEIVED
[illegible] 1951
FOR FILING

7-308 (4)
3272

ORBGON STATE HIGHWAY COMMISSION
(date)
June 28, 1951

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3272	10-final	Hamilton & Thoms	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
10446	B-18241	$ 3,674.71	June 28, 1951

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: November 30, 1950

Time Extensions: April 4, 1951

Completion Date: April 4, 1951

Date Accepted: May 24, 1951

Penalties: None

Claims: None

Remarks: None

Date: 6-28-51

To the Accounting Division:

Release of the above warrant is hereby authorized.

ON CARD

H. B. Glaisyer
Secretary
By Floyd Query
acting Secty.

Warrant Mailed: JUN [illegible] 1951
A. A. Wahlander

RECEIVED

FOR FILING

9-308(4)

3272

June 18, 1951

Hansen and Rowland, Inc.
Puget Sound Bank Building
Tacoma, Washington

Attention: K. M. Mace, Assistant Manager

Gentlemen:

State Highway Contract No. 3272 with Hamilton and Thoms for bridge construction on the Coast Fork of the Willamette River on the Willamette Highway in Lane County was completed April 4, 1951, and accepted by the Commission on May 24, 1951.

This is in reply to your letter of June 14 concerning your bond No. 56008 furnished with the above-mentioned contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

HANSEN, PRES.

I. C. ROWLAND, SECY.

HANSEN & ROWLAND INC.

GENERAL AGENTS
SURETY BONDS - GENERAL INSURANCE
TACOMA, WASHINGTON

TACOMA
SEATTLE
PORTLAND
SAN FRANCISCO

June 14, 1951

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND, INC., NOT TO INDIVIDUALS.

3272

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Gentlemen: RE: BOND NO. 56008-HAMILTON AND THOMS -to- State of Oregon -State Highway Contract No. 3272.

We acknowledge receipt of copy of your letter of June 12, 1951 to the Maryland Casualty Company in the above connection and wish to thank you for same.

You have stated in your letter that the captioned contract was completed as of April 4, 1951 but have failed to mention whether or not this contract was accepted as of that date. It is imperative that we have this information for completion of our files and therefore request your further advices.

Thanking you for your co-operation, we are

Yours very truly,

HANSEN & ROWLAND, INC.
General Agents

K. M. Mace

K. M. Mace, Asst. Mgr.
Surety Bond Department

KMM:jo

RECEIVED
[illegible] 3 1951
FOR FILING

7318(4)

5272

June 12, 1951

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

State Highway Contract No. 1272 covering construction of bridge over Coast Fork Willamette River on the Willamette Highway, Lane County, was completed by the contractor, Hamilton & Thoma, on April 4, 1951.

Final payment in the amount of $3,674.71 will be released to the contractor on or after June 22, 1951. The total contract amount is $139,830.40, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Hansen & Rowland, Inc.
611 Henry Bldg.
Portland 4, Oregon

Hansen & Rowland, Inc.
Puget Sound Bank Bldg.
Tacoma, Wash.

OTED ON CARD

RECEIVED
JUN 8 - 1951
FOR FILING

7-308 (4)

3272

June 6, 1951

Hamilton & Thoms
Box 726
Eugene, Oregon

Gentlemen:

The State Highway Commission, at its meeting on May 24, 1951, had under discussion your request for an extension of time of 125 days, from November 30, 1950 to April 4, 1951, within which to complete your contract No. 3272 covering construction of Coast Fork Willamette River Bridge on the Willamette Highway in Lane County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: K. D. Lytle,
Division Engineer

L. R. Allen,
Resident Engineer

G. S. Paxson,
Bridge Engineer

NOTED ON CARD

RECEIVED
MAY 1 1951
FOR FILING

7-308(4)

3272

April 27, 1951

Request for Extension of Time
No. 1
May 24 and 25 Meeting.

State Highway Commission

Gentlemen:

Re: Coast Fork of Willamette River
Bridge, Contract No. 3272
Hamilton & Thomas, Contractor

Attached hereto is a copy of the contractor's request for an extension of time, from November 30, 1950 to April 4, 1951, for the completion of the Coast Fork of the Willamette River Bridge on the Willamette Highway.

This job was completed, except for the painting of structural steel, within the time limit. Because of weather conditions, we directed the contractor to postpone the painting until suitable weather this spring. The time extension is for the purpose of completing this painting. Under these circumstances it is recommended that the extension be granted without penalty to the contractor. Attached hereto is a copy of the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

GSP:gm

RECEIVED
DEC 19 1950
FOR FILING

7-308(4)

3342

December 18, 1950

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

It is the intention of the State Highway Commission to release to Hamilton & Thoms a portion of the funds that heretofore have been retained by the Commission, in connection with contract No. 3272 covering construction of the Coast Fork Willamette River Bridge on the Willamette Highway in Lane County. This payment, which is in the amount of $8,958.19, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $4,211. The present payment will be made on or after December 28, 1950.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands insurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as your Company is surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Hansen & Rowland, Inc.
611 Henry Bldg.
Portland 4, Oregon

Hansen & Rowland, Inc.
Puget Sound Bank Bldg.
Tacoma, Washington

NOTED ON CARD

RECEIVED
FOR FILING

Department of Commerce
BUREAU OF PUBLIC ROADS
~~PUBLIC ROADS ADMINISTRATION~~
~~FEDERAL WORKS AGENCY~~
DIVISION EIGHT

~~ALASKA~~
MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

May 22, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon F 308(4)
Coast Fork-Willamette
River Bridge

Dear Sir:

We are forwarding herewith for your files an executed copy of the project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L J Caufield
L. J. Caufield
Principal Highway Engineer

Encl.

d 1946)

30

State Oregon

Federal-aid Project No. F-308(4)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 18th day of May, 1950, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 26th day of August, 1949, a program, which was approved on the 14th day of November, 1949, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 2nd day of December, 1949; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of ninety-nine thousand and 00/100 dollars ($99,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 190+82 in NW 1/4, Section 30, T. 18 S., R.2 W., W.M., and survey station 195+18 in NW 1/4, Section 29, T. 18 S., R. 2 W., W.M., without exception.

, length 0.082 miles, in Lane County,

being Oregon Federal-aid project No. F-308(4), consisting of

no roadway and one bridge of more than 20 feet clear span, 0.082 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

16—11879-2

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of ninety-nine thousand and 00/100 dollars ($99,000.00), which does not exceed the authorized Federal pro rata share of one hundred sixty-five thousand and 00/100 dollars ($165,000.00), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

RECEIVED
FOR FILING

April 21, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate as basis for project agreement for the Coast Fork Willamette River Bridge, Project No. F-308 (4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN:gs

Encl.

Oregon State Highway Department

Federal Aid Project No. F-308 (4)

COAST FORK WILLAMETTE RIVER BRIDGE
ON THE WILLAMETTE HIGHWAY IN LANE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 12, 1950

Type Code X032

Bridge (Sta. 190+82 to 195+18)

All Required		Shoring, Cribbing, Etc.		$ 3,000.00
620	cu. yds.	Structural Excavation	$ 5.00	3,100.00
20	cu. yds.	Structural Excavation Below Elevation Shown	10.00	200.00
750	cu. yds.	Class "A" Concrete	47.50	35,625.00
170,000	lbs.	Metal Reinforcement	0.095	16,150.00
415,000	lbs.	Structural Steel	0.155	64,325.00
All Required		Provision for Traffic		27,600.00
			Subtotal	$150,000.00
			10% Engr. & Cont.	15,000.00
			Total	$165,000.00

Length- - - - - - - - - - - 0.082 mile

Federal Aid Funds- -	$ 99,000.00
State Funds- -	66,000.00
	$165,000.00

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

Oregon State Highway Department   Federal Aid Project No. F-308 (4)

COAST FORK WILLAMETTE RIVER BRIDGE

ON THE WILLAMETTE HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, December 6, 1949

Type Code X032

Bridge (Sta. 190+82 to 195+18)

All Required	Shoring, Cribbing, Etc.		$ 5,000.00
620 cu. yds.	Structural Excavation	$ 6.00	3,720.00
20 cu. yds.	Structural Excavation Below Elevation Shown	6.00	120.00
750 cu. yds.	Class "A" Concrete	60.00	45,000.00
170,000 lbs.	Metal Reinforcement	0.11	18,700.00
415,000 lbs.	Structural Steel	0.18	74,700.00
All Required	Provision for Traffic		40,000.00
		Subtotal	$187,240.00
		10% Engr. & Cont.	18,724.00
		Total	$205,964.00
	Length	0.082 mile	

Federal Aid Funds- $124,000.00
State Funds- 81,964.00

$205,964.00

November 29, 1949

Mr. T. M. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate and four copies of right of way statement to accompany plans and specifications for the Coast Fork Willamette River Bridge, Project No. F-308 (4).

Six bid proposals and two sets of full size plans are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.
JWN:nd

Oregon State Highway Department Federal Aid Project No. F-308 (4)

COAST FORK WILLAMETTE RIVER BRIDGE

ON THE WILLAMETTE HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.

Salem, Oregon, November 29, 1949

Type Code X082

Bridge (Sta. 190+82 to 195+18)

All Required	Shoring, Cribbing, Etc.		$ 5,000.00
620 cu. yds.	Structural Excavation	$ 6.00	3,720.00
20 cu. yds.	Structural Excavation Below Elevation Shown	6.00	120.00
930 cu. yds.	Class "A" Concrete	60.00	55,800.00
158,000 lbs.	Metal Reinforcement	0.11	17,380.00
480,000 lbs.	Structural Steel	0.18	86,400.00
All Required	Provision for Traffic		40,000.00
		Subtotal	$208,420.00
		10% Engr. & Cont.	20,842.00
		Total	$229,262.00
	Length	0.082 mile	

Federal Aid Funds- -	$130,000.00
State Funds- -	99,262.00
	$229,262.00

COAST FORK WILLAMETTE RIVER BRIDGE

PROJECT NO. F-308 (4)

All necessary rights of way have been acquired for this project.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

November 29, 1949

COMMISSIONERS
H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
OFFICE OF G. S. PAXSON, BRIDGE ENGINEER
SALEM

R. H. BALDOCK
STATE HIGHWAY
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

December 6, 1949

Mr. T. M. Davis, District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Re: Coast Fork Willamette River Bridge
F.A.P. No. F-308 (4)

Enclosed please find five copies of revised bidding proposals, five prints of revised sheet 2, and five prints of revised drawing 9253 of the plans for the above project.

In checking our original estimate of quantities, we found discrepancies in the quantities for concrete, metal reinforcing, and structural steel. Quantities shown on revised sheet 2 and on the schedule of bid items in the revised proposal conform to the checked estimate of quantities. A revised project estimate based on the quantities shown on the revised schedule of bid items will be forwarded you.

A split of the total quantity of concrete is as follows:

Footings	45 Cu.Yds.
Substructure	120 Cu.Yds.
Superstructure	585 Cu.Yds.

Sheet 5 has been added to the proposal to show the employment agency and the paragraph on labor provisions.

Signs listed on page 2 of the special provisions are described as follows:

Sign OC-44B-42" - 42" on side, diamond shape, reading "Bridge Construction Ahead."

Sign OC-28B-42" - 42" on side, diamond shape, reading "Slow Detour Ahead."

Sign OC-5A-42" - 42" on side, diamond shape, reading "Slow."

Barricade OR-37A, B, & C is made up of 12" boards, full width of roadway and shoulders, three boards high with smaller signs reading "Detour" and directional arrows. All areas not occupied by signs are painted alternate black and white stripes.

We do not have extra prints of the drawings of these signs in this office. If you think it necessary, we can obtain prints from the Sign Department and forward them to you.

Drawing 9253 has been revised to call for utility openings.

Very truly yours,

G. S. Paxson
Bridge Engineer

CAG/ds
Encl.

cc J. W. Nash ✓

RECEIVED
JAN 17 1950
FOR FILING

7-308(4)

3272

January 16, 1950

Hamilton & Thoms
Box 726
Eugene, Oregon

Gentlemen:

We are sending you today a fully executed copy of contract No. 3272 which was awarded to you on December 20, 1949 by the State Highway Commission covering the Coast Fork of the Willamette River Bridge on the Willamette Highway in Lane County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md
Enc.

Recorded 1/46, JC

RECEIVED
DEC 22 1949
FOR FILING

7-308(4)

December 21, 1949

Hamilton & Thoms
Box 726
Eugene, Oregon

Gentlemen:

The State Highway Commission on December 20, 1949, awarded you the contract for the Coast Fork Willamette River Bridge in Lane County. This award was based on your low bid of $150,000.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc - S. H. Probert
G. S. Paxson

RECEIVED
[illegible]
FOR FILING

OREGON DISTRICT
F 308-(4)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
~~PUBLIC ROADS ADMINISTRATION~~
~~FEDERAL WORKS AGENCY~~
DIVISION EIGHT

P. O. BOX [illegible]
PORTLAND 8, OREGON

December 20, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in the award of contract on Oregon Project No. F-308(4), Coast Fork Willamette River Bridge, to Hamilton and Thoms, Eugene, Oregon, who submitted the low bid.

Very truly yours,

T. M. DAVIS
District Engineer

Copy to Probert.

RECEIVED
DEC 6 1949
FOR FILING

December 2, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project No. F-308(4), Coast Fork of the Willamette River Bridge, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

It is noted that the plans do not provide for utility openings in conformity with the policy stated in Mr. Paxson's letter of December 1. If these are considered necessary, the plans should be revised before bids are received.

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
DEC 6 1949
OREGON
STATE HIGHWAY COMMISSION

26-4216 Sandy River Bridge redecking on 1949
the Columbia River Highway (old
route) near Troutdale

#3273

RECEIVED
JAN 10 1951
FOR FILING

26-4216

3273

January 9, 1951

The Aetna Casualty and Surety Company
308 Yeon Building
Portland 4, Oregon

Attention: Mr. H. P. Atterbury

Gentlemen:

Final payment on Contract 3273 with R and M Construction Company was made on December 27, 1950. The total amount of this contract is $16,277.91.

This is in reply to your letter of January 5, 1951, regarding Bond 42 S 10592.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

THE ÆTNA CASUALTY AND SURETY COMPANY
HARTFORD, CONNECTICUT
AFFILIATE OF
ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

PORTLAND OFFICE
HAYWARD ANDREWS, MANAGER
308 YEON BUILDING

PORTLAND 4, ORE.
January 5, 1951

Oregon State Highway Commission
Salem, Oregon

Attn: Mr. H. B. Glaisyer, Secretary

Re: Bond 42 S 10592
R & M Construction Co.

Gentlemen:

Under date of December 11 you advised us that Contract No. 3273 covering the redecking of the Sandy River Bridge on the Columbia River Highway in Multnomah County had been completed and that the final payment would be made some time after December 21, 1950.

If the final payment has now been made would you kindly advise so we may close our file?

Yours very truly,

W. H. Eagleton
Supt. Fidelity & Surety Dept.

By H P Atterbury

HPA:fc

[illegible]

BANK AND AGENT
AUTO PLAN

RECEIVED
FOR FILING

26-1216

3273 (CONTRACT NO.)

OREGON STATE HIGHWAY COMMISSION
(date)
Dec. 22, 1950

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3273	5-final	R.&M. Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
21024	R-5863	$ 1,539.29	12/21/50

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. A. Wicklander
ACCOUNTING DIVISION

Specified Completion Date: June 30, 1950

Time Extensions: Extended to Sep. 7, 1950 without penalty

Completion Date: Sep. 7, 1950

Date Accepted: Sep. 28, 1950

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-27-50

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: DEC 27 1950
A. A. Wicklander

12-27-50

RECEIVED
DEC 11 1950
FOR FILING

26-42-16

3273

December 11, 1950

The Aetna Casualty & Surety Co.
Portland Service Dept.
308 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

Please be advised that State Highway Contract No. 3273, covering the redecking of the Sandy River Bridge on the Columbia River (Old Route) Highway in Multnomah County, has been completed by the contractor, R & M Construction Company, and that final payment in the amount of $1,539.29 will be made on or after December 21, 1950.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

For your information we wish to advise that the total contract amount is $16,277.91, and that no force account work was performed on the job. This contract was completed on September 7 and accepted by the Highway Commission on September 28, 1950.

We are sending you this notice as your Company is surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. G. Cyrus Bishop
319 Yeon Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
JUL 20 1950
FOR FILING

26-4216

3273

July 19, 1950

R & N Construction Co.
P. O. Box 1673
Central Point
Oregon

Gentlemen:

The State Highway Commission, at its meeting on July 11, 1950, had under discussion your request for an extension of time of 68 days, from June 30 to September 7, 1950, within which to complete your contract No. 3273 covering redecking of the Sandy River Bridge on the Columbia River (Old Route) Highway in Multnomah County.

I am pleased to inform you that the Highway Commission granted your request without penalty. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: A. C. Shelton,
Division Engineer

Marshall Dresser,
Resident Engineer

W. A. Reeves

NOTED ON CARD
7-19-50 gl

RECEIVED
JUN 30 1950
FOR FILING

[illegible] 16

3273

June 29, 1950

Request for
Extension of Time No. 6
July 10 and 11 Meeting

State Highway Commission

Gentlemen:

Re: Sandy River Bridge Redecking
R. & M. Construction Company,
Contractor, Contract No. 3273

Herewith copy of an application for time extension, from June 30, 1950 to September 7, 1950, for the completion of the work on the redecking of the Sandy River Bridge on the Old Columbia River Highway near Troutdale.

This contract was awarded with a completion date of June 30, 1950. The contractor would normally have started work early this spring. We were requested, however, by the Fish and Game Commission, to delay work on the structure until after the smelt run in the Sandy River. The contractor cooperated with us in the delay of the start of his work, and the extension of 69 days requested is necessitated by the delay in starting the job. It is recommended that the extension be granted without penalty.

This is a State Project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached
GSP:gm
cc G. S. Paxson

26-4216

3273

CROSS REFERENCE SHEET

Name or Subject Oregon State Highway Commission **File No.**

Regarding Request to defer the starting of work on the redecking of the Sandy River Bridge at Troutdale until after the smelt run. Also installation of comfort stations between Troutdale and Viking Bridges. **Date** 2/27/50

SEE

Name or Subject ADMINISTRATION **File No.**
Oregon, State of
State Departments - General

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves should be filed under name or subject after "SEE."

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JAN 30 1950
FOR FILING

Filing

26-4216
3273

January 27, 1950

R. & M. Construction Co.
P. O. BOx 1673
Central Point, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3273 which was awarded to you on December 20, 1949 by the State Highway Commission, covering Sandy River Bridge redecking on the Columbia River (old route) Highway in Multnomah County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

1/27, gl

RECEIVED
DEC 22 1949
FOR FILING

26-4216

3273

new job

December 21, 1949

R. & M. Construction Company
P. O. Box 1673
Central Point, Oregon

Gentlemen:

The State Highway Commission on December 20, 1949, awarded you the contract for the Sandy River Bridge redecking on the Columbia River Highway in Multnomah County. This award was based on your low bid of $16,825.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc - S. H. Probert
G. S. Paxson

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FOR FILING

RECEIVED

RECEIVED

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 22, 1949

SUBJECT: Sandy River Bridge at Troutdale

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Sir:

This is to advise that the last of the concrete on the Sandy River Bridge was placed on July 21. The bridge was opened to construction traffic, including the vehicles of the contractor on the approach grading section, on July 15. By the end of next week all work above the roadway will have been finished, leaving only painting of structural steel and surface finishing below the deck.

Very truly yours,

GSPaxson
G. S. Paxson
Bridge Engineer

GSP:gm
cc R.H. Baldock

S-93(1) Scott Canyon Sec., Scott 1949
Canyon Co. Road
[redacted]
#3274

RECEIVED
MAR 4 1952
FOR FILING

S-92(1)

3274

Mrs Lewis

Salem, Oregon
March 3, 1952

Mr. Naison
Manager Accounting Division

This note is simply to inform you that the claim of the U. S. Internal Revenue Department against George R. Corliss on Contract No. 3274 for construction of the Scott Canyon County Road Construction Project has been entirely satisfied.

According to our records, there are no further outstanding claims against this job. Accordingly you may consider this letter as your authority to release the warrants that you are holding in the safe in payment for work performed by Mr. Corliss. I believe there are three of them—Estimate 9, semi-final, and final, aggregating a total of $21,688.94.

These warrants, of course, should be mailed to the surety in accordance with the provisions of assignment which Mr. Corliss gave to the General Casualty Company.

Respectfully yours,

[redacted]:mhr

Secretary

cc Mrs. Lewis
General Casualty Company of America
General Insurance Building
Seattle 5, Washington

Attention Mr. Donald Spickard, Legal Department

NOTED ON CARD

[illegible]

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 29, 1952

SUBJECT: George E. Corliss
Contract 3274
Ontario, Oregon

To: Mr. H. B. Glaisyer
Secretary, State Highway Commission
OFFICE

Dear Mr. Glaisyer:

Enclosed herewith is a letter received this date from the Office of the Collector of Internal Revenue, U. S. Treasury Department, Portland, Oregon, with respect to notices of levy served upon us for funds due and owing to George E. Corliss on the Scott Canyon County Road job, contract number 3274.

This letter is self-explanatory in that the Government releases all claims upon the money owed upon this project and makes no further claims to the funds held by the State of Oregon.

Also enclosed herewith is a copy of my reply to the U. S. Treasury Department.

This clears up the claims against this project and the money should be released to the General Casualty Company, if proper assignment has been made by George E. Corliss.

Yours very truly,

C W Enfield
C. W. ENFIELD
Chief Counsel

CWE:sth
Encl

NOTED
H. B. GLAISYER

LETTER TO Wesson
DATE 3/3/52

cc Gen. Cas. Co
[illegible]

D ON CARD

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY DEPARTMENT

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

February 28, 1952

Hugh H. Earle
Collector of Internal Revenue
U. S. Treasury Department
Portland 9, Oregon

Re: George E. Corliss
Contract 3274
Ontario, Oregon

Attention: Doris Barnes, Chief
Legal Section

Dear Sir:

Thank you for your letter of February 26, 1952, advising that the General Casualty Company of America has paid to the United States, for and on account of taxes due from George E. Corliss, the sum of $1,721.30, and that you have agreed with the company that you release the Government's claim to the funds withheld by the State of Oregon, and that the same may be paid to the General Casualty Company or to the person entitled thereto, and that the Government makes no further claim to the funds held by the State of Oregon.

Yours very truly,

C. W. ENFIELD
Chief Counsel

CWE:sth
cc: H. B. Glaisyer

ON CARD
2-28-52, 3

U. S. TREASURY DEPARTMENT
OFFICE OF THE COLLECTOR OF INTERNAL REVENUE
CUSTOM HOUSE
PORTLAND 9, OREGON

INTERNAL REVENUE SERVICE
DISTRICT OF OREGON

IN REPLYING REFER TO:
Legal Section

February 26, 1952

Chief Counsel
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

RE: GEORGE E. CORLISS, Contract #3274
Ontario, Oregon

Several notices of Levy were served upon you for funds due and owing to George E. Corliss on the Scott Canyon County Road job, and/or to General Casualty Company of America who completed the job.

This is to inform you that General Casualty Company of America has paid to the United States for and on account of taxes due from George Corliss, the sum of $1,721.30, and we have agreed with the said Company that we would release our claim to the funds withheld by the State of Oregon, and same may be paid to the General Casualty Company or to the persons entitled thereto.

The Government makes no further claim to the funds held by the State of Oregon.

Very truly yours,

HUGH H. EARLE, Collector,

By /s/ Doris Barnes

Doris Barnes
Legal Section

RECEIVED
MAR 4 1952
FOR FILING

[illegible]

3274

February 28, 1952

General Casualty Company of America
General Insurance Building
Seattle 5, Washington

Attention: Donald E. Spickard,
Legal Department

Gentlemen:

File 2-87810
George E. Corliss
State Highway Contract No. 3274
Scott Canyon, Sherman County Road

This acknowledges your letter of February 25 advising that you have mailed to the Collector of Internal Revenue your check, in the amount of $1,721.30, in full settlement of the claim of the Revenue Department against George E. Corliss in connection with his contract with this Commission. We wish to thank you for this information.

According to our records this payment disposes of all of the claims filed with the State Highway Commission against this project, and we will release all of the warrants which we are holding upon receipt of a statement from the Collector of Internal Revenue to the effect that the Government's claim has been satisfied. I am writing today requesting such a statement.

Respectfully yours

Secretary
OREGON STATE HIGHWAY COMMISSION

HBO:gl

NOTED ON CARD

February 28, 1952

Mr. Hugh E. Earle
Collector of Internal Revenue
U. S. Custom House
Portland, Oregon

Dear Mr. Earle:

Sometime ago you filed with the State Highway Commission a notice of the claim of the Internal Revenue Department against George E. Corliss arising out of his operations in connection with State Highway Contract No. 3274, for grading and surfacing on the Scott Canyon Section of the Scott Canyon County Road in Sherman County.

Upon receipt of your notice of claim our auditor was instructed to withhold further payments to Mr. Corliss pending satisfaction of your claim. I am now in receipt of a letter from the General Casualty Company of America, surety on the bond furnished by Mr. Corliss in connection with the above described project, stating that on February 25, 1952 a check was mailed to you in the amount of $1,721.30 in full payment of your claim against Mr. Corliss.

This note is simply to request verification of the payment and a statement from you to the effect that the Government's claim against Mr. Corliss has been satisfied. This will enable us to release to Mr. Corliss the remainder of the funds due him from the Highway Commission in connection with this project.

Your early response will be appreciated.

Respectfully yours

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:gl

NOTED ON CARD

2-28-52, g C

1 #5067
476

GENERAL
CASUALTY COMPANY
OF AMERICA

SEATTLE 5

H K DENT
PRESIDENT

February 25, 1952

Oregon State Highway Department
Portland, Oregon

Attention Mr. H. B. Glaisyer, Secretary

Gentlemen:

File 2-87810
George E. Corliss
State Highway Contract No. 3274
Scott Canyon, Sherman County Road

We have today mailed to the Collector of Internal Revenue our check in the amount of $1,721.30 in full settlement of all claims and levies which they have made against this job.

This is the final claim against the funds of which we are assignee and to which we have been making claim as surety.

We are advised that the Collector of Internal Revenue will withdraw their claim immediately, and we will appreciate that when they do you forward to us the amount held by you, being $21,688.94 as indicated in your letter of August 7, 1951, at your earliest convenience.

We appreciate your patience in assisting us in the working out of the many claims on this job and trust that there will be no further impediment to our receiving the final monies due from the job under our assignment.

Very truly yours,

Donald E. Spickard

Donald E. Spickard
dm

Legal Department

NOTED ON CARD
2-28-52

ACKNOWLEDGED
H. B. GLAISYER

LETTER TO Auditing
DATE 2/28/52

11/29/51

3274 - Carliss

Warrants listed below are being held in Acc. Div. Safe.

Warrant - 4915 - est 9.	5041.40
" - 18878 - S. Final	15,374.12
" - 19897 - Final	1273.42

Completed 5-10-51 accepted 5-24-51

as of 9-6-51

LIST OF CLAIMS PAID BY SURETY, CONTRACT NO. 3274, GEO. E. CORLISS

(Release and Assignment)

~~Union Oil Company of California~~ paid J. M. [illegible] files

~~Western Equipment Company - for first claim filed in the amt. of $1,731.90~~ paid J.M.W. files

~~Senter Tool Service~~ – paid. J.M.W. files

~~Armco Drainage & Metal~~ Products, Inc. – paid J.M.W. files

~~Oscar Joelson~~ – paid } J.M.W. files

~~English & Company~~ – paid }

LIST OF CLAIMS STILL OUTSTANDING

~~Empire Machinery Company~~ paid

United States Bureau of Internal Revenue – paid 2/26/52 - [illegible] letter from Revenue [illegible]

~~Mutch Oil Co.~~ paid

~~Nicholson Equipment Co.~~ paid

State ~~Unemployment Compensation Commission~~ paid

~~Western Equipment Company filed 1-29-51 with Sec.of State in amt. of $549~~.60 ← 2nd claim

paid

[illegible] 12/20

as of 9-6-51

LIST OF CLAIMS PAID BY SURETY, CONTRACT NO. 3274, GEO. E. CORLISS

(Release and Assignment)

Union Oil Company of California

Western Equipment Company - for first claim filed in the amt. of $1,731.90

Senter Tool Service

Armco Drainage & Metal Products, Inc.

Oscar Joelson

English & Company

LIST OF CLAIMS STILL OUTSTANDING

Empire Machinery Company

United States Bureau of Internal Revenue

Mutch Oil Co.

Nicholson Equipment Co.

State Unemployment Compensation Commission

Western Equipment Company filed 1-29-51 with Sec.of State in amt. of $549.60

August 8, 1951
Salem, Oregon

w/ copy brought in Devers file as a reply - 9/4/50 4:00 PM

Mr. J. M. Devers
Chief Counsel
OFFICE

The State Highway Commission is ready to make final settlement with Geo. E. Corliss, contractor, for work performed under State Highway Contract No. 3274, described as the grading and surfacing of the Scott Canyon Section of the Scott Canyon County Road, Sherman County, Oregon, but cannot do so because of outstanding claims against this job. We are holding in the safe three warrants covering Estimate No. 9, Estimate No. 10 Semi-final, and Estimate 11, Final, in amounts $5,041.40, $15,374.12 and $1,273.42, respectively, totaling $21,688.94. I am in receipt of a letter from Donald E. Spickard of the Legal Department of the General Casualty Company, Seattle, in which he advised that he has furnished you with photostatic copies of releases and assignments of most of the claims, although there are still outstanding claims of Empire Machinery Company, U.S. Bureau of Internal Revenue, Mutch Oil Company and Nicholson Equipment Co. The General Casualty Company is now attempting to adjust the claim of the Empire Machinery Co. Mr. Spickard states that the company has no record of the claim of the Nicholson Equipment Co. but will endeavor to adjust that claim and the claim of the Mutch Oil Co. if furnished copies of their claims. Pursuant to his request, I have forwarded to him copies of both of those claims.

In his letter, Mr. Spickard also states that the General Casualty Company recognizes no liability for the claims of the U.S. Bureau of Internal Revenue and he states that he has previously pointed that out to you and that he has offered to furnish a bond holding the State of Oregon and the State Highway Commission harmless from any and all claims of the Bureau of Internal Revenue, if the Highway Commission will release the funds now owing under this contract.

I am bringing this to your attention with the thought in mind that it might expedite the release of the remaining monies to Mr. Corliss in connection with his work, all of which payments, incidentally have been assigned to the General Casualty Company of America.

It will be appreciated if you will loan to me the photostatic copies of releases and assignments that you have been furnished by the General Casualty Company so that I can make appropriate entry of the same in the records of the Highway Commission. Thank you.

Respectfully yours,

Secretary

[redacted]
cc: F. A. Query

August 7, 1951

General Casualty Company of America
General Insurance Building
Seattle 5, Washington

Attention: Mr. Donald E. Spickard, Legal Department

Gentlemen:

Reply is made to your letter of July 23, 1951 concerning the State Highway Contract No. 3274, awarded to Geo. E. Corliss for grading and surfacing the Scott Canyon Section of the Scott Canyon County Road, Sherman County, Oregon.

In the second paragraph thereof, you question the amount of $1,273.42 mentioned in my letter of July 3, 1951 as being the amount of the final payment in connection with this work, and you request a list of the payments made to Mr. Corliss to enable you to check your records.

I believe you are laboring under a misapprehension as to the above amount. It does represent the amount of the final warrant payable to Mr. Corliss, but it does not represent the total amount that is still owing to him. We are still holding a warrant in the amount of $5,041.40 covering Estimate No. 9, and we are also holding a warrant in the amount of $15,374.12 covering Estimate No. 10 Semi-Final, in addition to the warrant covering the final payment in the amount of $1,273.42, making a total amount being held in this office of $21,688.94. These warrants are all assigned to the General Casualty Company of America, and will be released as soon as the outstanding claims against the work of which we have knowledge have been satisfied and evidence thereof furnished this office.

In your letter you state that the outstanding accounts listed in my letter of June 13, 1951 have been paid in full and satisfied except claims of the Empire Machinery Company, U.S. Bureau of Internal Revenue, Mutch Oil Co. and Nicholson Equipment Co., and you state that you have furnished the Commission's Chief Counsel, Mr. J. M. Devers, photostatic copies of releases and assignments of the claims which you have paid. Thank you for this information. I will contact Mr. Devers and will make proper note in the Highway Commission's records.

You advised that you have no record of the claim of Nicholson Equipment Company and you further state that, upon receipt of the claim of this company and the claim of the Mutch Oil Co., you will attempt to adjust them. I enclose two copies of each of those claims. When you have reached an agreement with respect to both claims, and also with respect to the claim of the Empire Machinery Company, which you advise you are attempting to adjust, please forward to me evidence of the settlement. I will make appropriate entry in the Highway Commission's record. As to the claim of the Bureau of Internal Revenue, I shall consult with the Commission's Chief Counsel, Mr. J. M. Devers, and will advise him of your willingness to furnish a bond to hold the State of Oregon and the State Highway Commission harmless from any and all claims of the Bureau of Internal Revenue.

I will appreciate it if the closing of this contract can be expedited. I can assure you that I will be pleased to do what I can to assist in closing the files on this subject.

Pursuant to your request, I enclose a copy of our record of payments to Mr. Corliss in connection with this job.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ls

cc: F. A. Query

Record of Payments to Geo. E. Corliss in Connection with State Highway
Contract No. 3274

Est. No.	Date	Voucher No.	Amount	Check Mailed	Payee
1	3-5-50	3970	9,897.39	3-31-50	Corliss
2	4-5-50	5988	14,472.27	4-21-50	"
2-A	4-5-50	5618	1,946.52	5-3-50	"
3	5-5-50	7961	7,301.25	5-26-50	"
4	6-5-50	9802	4,991.40	6-27-50	"
5	7-5-50	11886	5,550.03	8-3-50	"
6	8-5-50	13749	2,679.75	8-30-50	Assigned to Surety
7	9-5-50	15726	4,060.57	10-10-50	" "
8	10-5-50	17534	6,436.44	10-27-50	" "
9	11-5-50	19138	5,041.40	Holding in Safe	" "
10SF	5-10-51	10166	15,374.12	" "	" "
Final	5-10-51	11912	1,273.42	" "	" "
		Total	79,024.56	(Total Held in Safe $21,688.94)	

GENERAL CASUALTY COMPANY OF AMERICA

H. K. DENT
PRESIDENT

GENERAL
CASUALTY COMPANY
OF AMERICA

SEATTLE 5

July 23, 1951

Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. B. Glaisyer, Secretary

BY SECRETARY

Jerry
please get me the
information DNS

Gentlemen:

ANSWERED
H. B. GLAISYER

State Highway Contract No. 3274
for Grading and Surfacing on Scott Canyon Section
of Scott Canyon County Road, Sherman County, Oregon
George E. Corliss, Contractor
Our Bond 172194, Our File 2-87819

Your letters of June 13, 1951 and July 3, 1951 have been forwarded to us for reply. — on file in contract

In regard to the amount of $1273.42 which you state in your July 3, 1951 letter will be available on or after July 13, 1951, we had thought that the amount due under the contract was considerably larger than this. Accordingly, we would appreciate your providing us with a list of the payments made to Mr. Corliss, including the date and amount of those payments in order that we may check our records and the records which Mr. Corliss provided us to determine wherein our records are in error.

NOTED TO
DATE 7/

Regarding the outstanding accounts which you list in your June 13, 1951 letter, we have paid in full and satisfied all of the accounts with the exception of that of Empire Machinery Company, U.S. Bureau of Internal Revenue, Mutch Oil Company and Nicholson Equipment Company.

We have no record of the Nicholson Equipment Company claim, and would appreciate your sending us a copy of it if possible. We have already provided to Mr. J. M. Devers, Chief Counsel of the Oregon State Highway Commission, photostatic copies of Release and Assignment of the claims which we have paid and, we suggest that you refer to him for those copies which you requested in your June 13, 1951 letter.

Regarding the claims which we have not paid, we will, upon receipt of the claims of Mutch Oil Company and Nicholson Equipment Company, attempt to adjust those of the particular claimants.

We recognize no liability for the claims of the U. S. Bureau of Internal Revenue as we have pointed out previously to Mr. Devers; in connection with this particular claim, we have offered to enter into a bond to hold the State of Oregon Highway Commission harmless from any and all claims of the Bureau of Internal Revenue when and if these amounts are released to us.

We are writing to the Empire Machinery Company to attempt to adjust their claim, and as soon as we have had an opportunity to do so you will hear further from us.

If Mr. Devers would care to advise us what sort of bond you would require in connection with the claim of the Bureau of Internal Revenue we will attempt to get our thinking together with yours on that matter.

We will appreciate hearing from you on these matters and will, in the meantime, bend our efforts towards getting releases of all of the claims which have been filed and settling the other loose ends in connection with this matter.

Very truly yours,

Donald E Spickard

Legal Department

Donald E. Spickard
fh

RECEIVED

4124

LIST OF CLAIMS FILED AGAINST CONTRACT NO. 3274, GEO. E. CORLISS

7-31-50	~~Empire Machinery Co.~~	~~Machine Rentals~~	paid	$6,276.66
8-29-50	~~Union Oil Co.of California~~	~~Products purchased~~	paid J.M. Devers Co.	~~2,500.00~~
10-30-50	~~Western Equipment Co.~~	~~Equipment rental~~	paid J.M.D.	~~1,731.90~~
11-18-50	~~Senter Tool Service~~	~~Material & Labor~~ (no amt.specified)	paid J.M.D.	
11-27-50	U.S. Bureau Internal Revenue	Withholding Tax		1,082.90
	" " " " "	Federal Insurance		367.77
12-12-50	~~Armco Drainage & Metal Products~~	~~Materials furnished~~	paid J.M.D.	~~5,972.33~~
1-29-51	~~Western Equipment Co.~~	~~Equip.rental & accessories~~	paid [illegible]	~~349.60~~
1-30-51	~~Oscar Joelson~~	~~Furnishing crushed rock~~	paid J.M.D.	~~1,853.42~~
1-31-51	~~English & Co.~~	~~Powder & blasting accessories~~	paid J.M.D.	~~1,250.84~~
3-13-51	~~State Unemployment Com.Commission~~	~~Unpaid Int., 2nd quarter, 1950~~	paid	~~.86~~
		~~" " 3rd " "~~		~~1.44~~
		~~Unpaid Contributions, 4th quarter~~		~~60.15~~
~~5-1-51~~	~~Mutch Oil Co.~~	~~Products furnished~~	paid	~~932.08~~
~~5-2-51~~	~~Nicholson Equipment Co.~~	~~Repair parts furnished~~	paid	~~148.72~~
5-21-51	U.S. Bureau Internal Revenue	Levy		476.36
		Total as of 6-13-51		$23,005.03

WHOLESALE - RETAIL

MUTCH OIL CO.
Phone 287

24 Hour Service
Truck Station and Cafe
East of Underpass

ONTARIO, OREGON

May 10, 1951

COPY

Earl T. Newbry

Secretary of State

Salem, Oregon

Dear Sir;

Re: Public Contracts & Employment

Notice is hereby given that the undersigned Mutch Oil Company has a claim for labor and material furnished in the sum of $932.08 against the bond taken from The General Insurance Company of America for the work done by George E. Corliss on the construction of the Scott Canyon County Project, contract No. 3274, with the State Highway Commission.

Yours truly,

Mutch Oil Company

Ontario, Oregon

Mae Mutch
(Mrs.) Mae Mutch - Partner

ENDORSED
File No. 3279
Filed May 14, 1951
EARL T. NEWBRY, Secretary of State

Nicholson Equipment Co.
Implements - Appliances - Hardware
Phone 37 ONTARIO, OREGON Box 688

May 2 nd. 1951

COPY

State Highway Commission
Salem, Oregon

Gentlemen:

I May 1950 we sold some repair parts to the George Corliss Construction Company, to be used on his equipment while doing a road job at Rufus, Oregon.

Our bill amounts to $ 148.72 and is still unpaid.

Mr. Corliss tells us that our account has been turned over to the State for payment. So far we have heard nothing from it and we are wondering what steps can be taken for collection of this account.

Any help that you can give us in this matter will be very much appreciated.

Yours truly

Nicholson Equipment Co.

/s/ D. D. Nicholson

D. D. Nicholson

April 19, 1951

J. M. Devers, Chief Counsel

Responding to your letter of April 17, I attach for your information a list of claims that have been filed against Contract No. 3274, covering construction of the Scott Canyon Section of the Scott Canyon County Road, Sherman County.

You also requested a statement as to the status of this project. The latest information available indicates that the work is approximately 75% completed. The value of the work done up to November 3, 1950, is $68,037.05. We have paid the contractor $57,335.62. We are holding a warrant in the sum of $5,041.40 and in addition thereto have a retained percentage of $5,660.03.

Work remaining to be done, according to the Resident Engineer's estimate on November 5, consists of placing aggretates and application of 150-200 asphalt totaling an estimated $14,405. I assume that this work has been delayed until favorable weather conditions obtain this spring.

You transmitted to me with your letter a form of "Release and Assignment" given by the Webb Tractor and Equipment Company to the General Casualty Company of America, surety on Mr. Corliss' bond. We had no previous knowledge of the claim of the Webb Tractor and Equipment Company, but we have made note on our records that the claim has been paid. Our records disclose that all payments in connection with this job have been assigned to the General Casualty Company of America, so the question has arisen whether or not the Webb Tractor and Equipment Company intended to assign monies to the General Casualty Company. My guess is that they have submitted the form simply to show that their claim has been paid. Anyway, as suggested in your letter, we will not recognize the receipt as an assignment until further instructed by you.

Secretary

HBG/fm

Enc.

cc - Floyd Query

LIST OF CLAIMS FILED AGAINST CONTRACT NO. 3274, GEO. E. CORLISS

~~7-31-50~~	~~Empire Machinery Co.~~	~~Machine Rentals~~ [illegible]	~~$6,276.66~~
8-29-50	Union Oil Co. of California	Products Purchased	2,500.00
10-30-50	Western Equipment Co.	Equipment Rental	1,731.90
11-18-50	Senter Tool Service	Material & Labor (no amt.specified)	———
11-27-50	U.S. Bureau of Internal Revenue	Withholding Tax	1,082.90
11-27-50	U.S. Bureau of Internal Revenue	Federal Insurance	367.77
12-12-50	Armco Drainage & Metal Products	Materials Furnished	5,772.33
1-29-51	Western Equipment Co.	Equipment rental & accessories	549.60
~~1-26-51~~	~~The Dalles Equipment Co.~~	~~Truck and Tractor Parts~~ Paid	~~1,248.72~~
1-30-51	Oscar Joelson	Furnishing Crushed Rock	1,853.42
1-31-51	English & Co.	Powder and Blasting accessories	1,250.84
3-13-51	State Unemployment Compensation Commission	Unpaid Interest for 2nd quarter,1950 " " " 3rd " " Unpaid Contributions,4th " "	.86 1.44 60.15

ASSIGNMENT was made to General Casualty Company of America on August 21, 1950.

All amounts now due or hereafter to become due -

Contract 3274 4/17/51

Geo E. Corliss

Est	voucher	date	amount	check mailed	
1	3970	3-5-50	9,897.39 ✓	3-31-50	to Corliss
2	5988	4-5-50	14,472.27 ✓	4-21-50	"
2A	6518	4-5	1946.52 ✓	5-3-50	"
3	7961	5-5	7301.25 ✓	5-26-50	"
4	9802	6-5	4991.40 ✓	6-27-50	"
5	11886	7-5	5550.03 ✓	8-3-50	"
6	13749	8-5	2679.75 ✓	8-31-50	assigned to surety
7	15726	9-5	4060.57 ✓	10-10-50	" "
8	17334	10-5	6436.44 ✓	10-27-50	" "
9		11-5	5041.40 ✓	—	Held in safe in acc Div.
			62,377.02		

Total work done to 11-3 68,037.05

Retained % (7½) 5660.03 + 5041.40 held in safe in acc Div. (10701.43)

Total payments 62,377.02 - 5041.40 = 57,335.62

as of Nov 5 the res engr. estimates there is $14,405 of work yet to be done.

placing aggregate	7410.
151-200 asphalt	6068
Misc	927
	14.405

REFERRED TO Geary
BY SECRETARY

4/17/57

what is status of Corliss job # 3274 ? payments made — payments under way — balance to complete etc etc. —

give me a list of outstanding claims — credits — amt. of claim and status of claim

HJHeinz 2d

FORM E-30 25M 11-50 44701

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
April 17, 1951

SUBJECT: George E. Corliss
Our File No. 3274

To: Mr. H. B. Glaisyer
Secretary

NOTED
H. B. GLAISYER

Dear Mr. Glaisyer:

Attached is an original assignment made by Webb Tractor & Equipment Company, who, it appears, is a contractor of George E. Corliss who has Contract No. 3274 with the State. Attached, also, you will find a copy of my letter acknowledging receipt of this assignment.

I wish you would furnish me with a statement of the status of this job, the extent to which completed, and the number of outstanding and unpaid claims. It will be helpful if you will tell me the nature of each claim.

I suggest that this assignment be not recognized until we can get full data, so that we may know whether or not a recognition of this assignment is in violation of this law which declares these funds to be trust funds.

Yours truly,

J M Devers
J. M. DEVERS
Chief Counsel

JMD:amc
Attach. (2)

cc Mr. M. H. Hawke

information requested from query 4/17

ANSWERED
H. B. GLAISYER

E-129X 25M 7-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

April 16, 1951

Mr. Donald E. Spickard
Legal Department
General Casualty Company of America
Seattle 5, Washington

Re: Scott Canyon Road Job
George E. Corliss
Our File No. 3274
Your File 2-87819

Dear Sir:

I acknowledge receipt of your letter of the thirteenth, with which you sent an assignment made by the Webb Tractor & Equipment Company in favor of the General Casualty Company of America involving a claim which the Webb Tractor and Equipment Company claims to have against George E. Corliss.

I have filed this assignment with the Commission's Secretary, but I call your attention to Section 100-119, O.C.L.A., which reads, as follows:

> "State highway funds are declared to be trust funds and as such are dedicated to the purposes of this act. No assignment of funds earned under a contract for highway constructions, improvement or maintenance shall be approved or recognized by the commission which may in any way jeopardize the interests of persons furnishing labor or materials in connection with the performance of the contract, or which may in any way impair the funds available for such purposes, but any assignment of funds before the completion of the job and before all claims and debts incurred in the performance of the work have been paid shall be void as against the debts or claims incurred in connection with the performance of said work."

Just to what extent that statute may reach or affect the assignment now filed is a bit uncertain.

I have requested our Secretary to furnish me with a list of claims which have been filed against the contractor and to give me a full report with respect to the status of the job. As soon as I get that, I will give this subject further study.

Yours truly,

J. M. DEVERS
Chief Counsel

JMD:amc
cc H. B. Glaisyer ✓

[illegible]

[illegible]

RELEASE AND ASSIGNMENT

KNOW ALL MEN BY THESE PRESENTS:

That, whereas, George E. Corliss, as Principal, and General Casualty Company of America, a Washington corporation, of Seattle, Washington, as Surety, executed a certain bond dated January 6, 1950, in the amount of $75,467.00 in favor of the State of Oregon, obligee, conditioned for the payment of all persons supplying labor and material in the prosecution of the work provided for in a certain contract, to wit: Scott Canyon County Road, Sherman County, grading and oil mat surfacing, Contract No. 3274, and

WHEREAS, certain labor and/or materials, described in the annexed account, were so supplied by the undersigned and have not been paid for by the said George E. Corliss, and demand has been made upon the said Surety for payment thereof.

NOW, THEREFORE, the undersigned, Webb Tractor & Equipment Company, of Yakima, Washington, in consideration of the sum of TWO THOUSAND THIRTY SEVEN & 75/100 Dollars, ($ 2,037. 75) lawful money of the United States paid to the undersigned by said General Casualty Company of America before the sealing and delivery of these presents, the receipt whereof is hereby acknowledged, has sold, assigned, transferred and set over, and by these presents does sell, assign, transfer and set over unto the said General Casualty Company of America, its successors and assigns, to its own proper use and benefit, any and all sums of money now due or to grow due upon the annexed account or otherwise from said George E. Corliss;

And the undersigned does hereby give the said General Casualty Company of America, its successors and assigns, full power and authority for its own use and benefit, but at its own cost, to ask, demand, collect, receive, compound, and give acquittance, and in its name or otherwise to prosecute and withdraw any suits or proceedings at law or in equity, therefor.

And for the consideration aforesaid, the undersigned does hereby, release and forever discharge the said General Casualty Company of America of and from any and all claims and demands of every kind, character and description in law or in equity, which the undersigned has or may hereafter have for, upon or by reason of the General Casualty Company of America having become surety on said bond and/or for, upon or by reason of the failure of said George E. Corliss to make full payment to the undersigned for all labor and/or materials supplied by the undersigned as aforesaid.

IN WITNESS WHEREOF, the undersigned has caused this instrument to be executed this 5 day of April, 1951.

WEBB TRACTOR & EQUIPMENT COMPANY

By A R Webb P

Its President

Attest (or witness):

A.K. Denning

Sales Mgr

(Add corporate seal, if a corporation)

RECEIVED
DEC [illegible] 1951
FOR FILING

8-93(1)
3274

Mrs Lewis

December 28, 1951

General Casualty Company of America
Edna M. Stewart, Agent
Board of Trade Building
Portland 4, Oregon

Gentlemen and Madam:

We have a letter from the State Unemployment Compensation Commission dated December 27 in which they stated that all taxes due from Mr. Corliss have been paid.

This is in connection with the claim filed by them against Mr. Corliss on State Highway Contract No. 3274.

This information is provided inasmuch as your company appears as surety on the performance bond furnished with the above-mentioned contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - General Casualty Company of America
General Insurance Building
Seattle 5, Washington
Attn: Surety Department

Mr. George E. Corliss
Box 76
Ontario, Oregon

NOTED ON CARD
12-28-51 gl

STATE UNEMPLOYMENT COMPENSATION COMMISSION

UNEMPLOYMENT COMPENSATION LAW
SALEM, OREGON

T. MORRIS DUNNE, CHAIRMAN
L. O. ARENS
PAUL E. GURSKE
COMMISSIONERS

ADDRESS ALL COMMUNICATIONS
TO THE COMMISSION AND

December 27, 1951

IN REPLY REFER TO
HJS:30380

State Highway Department
319 State Office Bldg.
Salem, Oregon

Attention: Mr. Floyd Query

RE: Geo. E. Corliss

Gentlemen:

In reference to your recent telephone conversation with Mr. Vernon D. Gleaves, Assistant Attorney General, concerning our claim for unpaid taxes against the above contractor, please be advised that according to our records all taxes due from Mr. Corliss have been paid.

Your cooperation in matters of this nature is sincerely appreciated.

Very truly yours,

D. H. Cameron

D. H. Cameron
Supervisor of Contributions

HJS:ja

REFERRED TO
Query
BY SECRETARY

- prepare usual letters
note on card

12-28-51, gl

VED
1951
ON
COMMISSION

OREGON STATE EMPLOYMENT SERVICE
AFFILIATED WITH
UNITED STATES EMPLOYMENT SERVICE

FOR QUALIFIED WORKERS CALL THE OREGON STATE EMPLOYMENT SERVICE

RECEIVED

COPY FOR MR. Baldock
From H. B. Glaisyer, Secretary

STATE UNEMPLOYMENT COMPENSATION COMMISSION

UNEMPLOYMENT COMPENSATION LAW

SALEM, OREGON

In Reply Refer to
HJS:30380

December 27, 1951

State Highway Department
319 State Office Bldg.
Salem, Oregon

Attention: Mr. Floyd Query

RE: Geo. E. Corliss

Gentlemen:

In reference to your recent telephone conversation with Mr. Vernon D. Gleaves, Assistant Attorney General, concerning our claim for unpaid taxes against the above contractor, please be advised that according to our records all taxes due from Mr. Corliss have been paid.

Your cooperation in matters of this nature is sincerely appreciated.

Very truly yours,

/s/ D. H. Cameron

D. H. Cameron
Supervisor of Contributions

HJS:ja

COPY

RECEIVED
DEC 1951
FOR FILING

8-93(1)

3274

December 28, 1951

General Casualty Company of America
General Insurance Building
Seattle 5, Washington

Attention: Mr. Donald E. Spickard

Gentlemen:

We have your letter of December 17 to which was attached a release from Western Equipment Company in the amount of $549.60 on their claim against George E. Corliss on State Highway Contract No. 3274.

As suggested in your letter we have contacted the State Unemployment Compensation Commission and find that their claim against Mr. Corliss has been satisfied in full.

We regret to state that we are unable to provide any more of a breakdown on the claim of the Bureau of Internal Revenue other than that given in our previous letters. To secure the detailed breakdown we believe that it will probably be necessary to contact Mr. Hugh Earl of the Bureau of Internal Revenue in Portland. We do not feel that an answer can be given until it is known what action your Company intends to take. In your letter you mentioned alternate actions dependent upon whether your Company accepted or rejected the Bureau claim. Our records show that this claim is the only one outstanding on the contract, and it is contemplated that a good portion of the retained money on this contract will be released as soon as the status, including the exact amount of the Bureau claim, is known. When your Company has determined the amount of the claim and what action it intends to take, will you please notify us.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

NOTED ON CARD
12-28-51 gl

FAQ:md

H K DENT
PRESIDENT

GENERAL
CASUALTY COMPANY
OF AMERICA

SEATTLE 5

December 17, 1951

Oregon State Highway Department
Salem, Oregon

Attention Mr. H. B. Glaisyer, Secretary

Gentlemen:

File 2-87810 - George E. Corliss
State Highway Contract No. 3274
Scott Canyon Sherman County Road

We acknowledge your letter of December 11, 1951 calling to our attention the fact that the second claim of Western Equipment Company is not shown on your books as having been paid. We enclose a copy of the Release and Assignment form which they executed on February 13, 1951 in the amount of $549.60. We are sorry that this was not forwarded to you sooner as it appears to have been mixed up in other papers in our file.

Regarding the claim of the State Unemployment Compensation Commission, this amount was paid by our draft No. 43984 dated April 18, 1951 in the amount of $61.05 and I understand that credit was given for $2.30 interest which had been paid prior to that time by Mrs. George E. Corliss on March 28, 1951. Mr. A. L. Tebault of our Portland Claims Department went into this matter with Mr. Claude Johns, Assistant Attorney General, and so far as we know the matter was satisfactorily closed. We would appreciate your checking with the Unemployment Compensation Commission to ascertain whether their records show this is now satisfied.

Regarding the claim of the Bureau of Internal Revenue, if we can have a detailed breakdown of what it comprises, we will be able to determine whether we should accept or deny it. If we accept it, of course, we will pay it directly. However, if we are forced to deny it, we suggest that we forward to you a check in the amount of the claim to be deposited with you in escrow pending the outcome of our negotiations with the Bureau of Internal Revenue.

If this were done, would it be possible for you to release the remaining estimates and retention to us in order that we may credit them against Mr. Corliss' account?

Very truly yours,

Donald E. Spickard

Legal Department

Donald E. Spickard
fh

12-20-51

RELEASE AND ASSIGNMENT

KNOW ALL MEN BY THESE PRESENTS:

That, whereas, George E. Corliss, as Principal, and General Casualty Company of America, a Washington corporation, of Seattle, Washington, as Surety, executed a certain bond dated January 6, 1950, in the amount of $75,467.00 in favor of the State of Oregon, obligee, conditioned for the payment of all persons supplying labor and material in the prosecution of the work provided for in a certain contract, to wit: Scott Canyon County Road, Sherman County, grading and oil mat surfacing, Contract No. 3274, and

WHEREAS, certain labor and/or materials, described in the annexed account, were so supplied by the undersigned and have not been paid for by the said George E. Corliss, and demand has been made upon the said Surety for payment thereof.

NOW, THEREFORE, the undersigned, **Western Equipment Company**, of **Boise, Idaho**, in consideration of the sum of **Five Hundred Forty-Nine and 60/100** Dollars, ($ **549.60**) lawful money of the United States paid to the undersigned by said General Casualty Company of America before the sealing and delivery of these presents, the receipt whereof is hereby acknowledged, has sold, assigned, transferred and set over, and by these presents does sell, assign, transfer and set over unto the said General Casualty Company of America, its successors and assigns, to its own proper use and benefit, any and all sums of money now due or to grow due upon the annexed account or otherwise from said George E. Corliss;

And the undersigned does hereby give the said General Casualty Company of America, its successors and assigns, full power and authority for its own use and benefit, but at its own cost, to ask, demand, collect, receive, compound, and give acquittance, and in its name or otherwise to prosecute and withdraw any suits or proceedings at law or in equity, therefor.

And for the consideration aforesaid, the undersigned does hereby, release and forever discharge the said General Casualty Company of America of and from any and all claims and demands of every kind, character and description in law or in equity, which the undersigned has or may hereafter have for, upon or by reason of the General Casualty Company of America having become surety on said bond and/or for, upon or by reason of the failure of said George E. Corliss to make full payment to the undersigned for all labor and/or materials supplied by the undersigned as aforesaid.

IN WITNESS WHEREOF, the undersigned has caused this instrument to be executed this 13th day of February, 1951.

Western Equipment Company

By J Patterson

Its

Attest (or witness):

Virginia [illegible]

E Johnson

(Add corporate seal, if a
[illegible]

RECEIVED
DEC 1 1951
FOR FILING

2-93(c)

3274

RELEASE AND ASSIGNMENT

CONTRACT NO. 3274

Legal Department File

NOTED
H. B. GLAISYER

Name	Amount	Date
Armco Drainage & Metal Products, Inc.	$ 5,772.33	12-11-50
The Dalles Equipment Company	1,248.72	1-26-51
English & Company	1,250.84	1-30-51
Oscar Joelson	1,853.42	1-29-51
D. F. McKenzie & Co.	1,838.25	11-7-50
Senter Tool Service	222.17	12-11-50
Union Oil Company of California	2,139.18	1-4-51
Western Equipment Company	1,731.90	12-11-50

Original copies of releases showing that the above claims have been paid in full are filed in the Legal Department files.

HBGlaisyer Jr

Phyllis
please attach this to the Corliss contract file - #3274
HBG

Mr. Glaizer
This sheet is to go in
our contract corresp. file
3274. [illegible] got legal
file & checked claims
paid on which they have the release.
The letter I dictated is as far as we
can tell correct as to unpaid claims.
F.Q.

RECEIVED
DEC 14 1951
FOR FILING

[illegible]

3274

Files
Mis Lewis

December 11, 1951

General Casualty Company of America
General Insurance Building
Seattle 5, Washington

Gentlemen:

This is to acknowledge your letter of December 4 concerning State Highway Contract No. 3274, awarded to George E. Corliss for work on the Scott Canyon Sherman County Road, your file 2-87819. With your letter was an executed copy of a release assignment from the Empire Machinery Company, the Mutch Oil Company and the Nicholson Equipment Company. After checking these releases against our list of claims on this contract, we find that we do not have a record that the State Unemployment Compensation Commission has been paid for their claim in the amount of $62.45 and concerning which we wrote you on March 16, 1951. We have two claims by Western Equipment Company — one in the amount of $1,731.90 which we have noted as being satisfied and another filed January 29, 1951, in the sum of $549.60 which, as far as we know, is unpaid.

We are sorry to inform you that Mr. Devers passed away not so very long ago. Mr. C. W. Enfield has been appointed as Chief Counsel to serve in his place. We will bring to his attention your inquiry as to the type of hold harmless agreement required in connection with the claim of the Bureau of Internal Revenue. The only detail we have on the internal Revenue claim is that on November 27, 1950, they filed a notice of levy for withholding taxes in the sum of $1,082.90 and for federal insurance, the sum of $367.77. On May 21, 1951, the Bureau of Internal Revenue filed another levy in the amount of $476.36.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Mr. C. W. Enfield

NOTED ON CARD

GENERAL
CASUALTY COMPANY
OF AMERICA

SEATTLE 5

H. K. DENT
PRESIDENT

December 4, 1951

Oregon State Highway Department
Salem, Oregon

Attention Mr. H. B. Glaisyer,
Secretary

Gentlemen:

Scott Canyon County Road Job
Contract No. 3274
George E. Corliss, Contractor
Our File 2-87819

As we indicated in our letter of July 23, 1951, we would attempt to settle the claims remaining due under this contract. To this end you will find enclosed executed copy of Release and Assignment of the claims of Empire Machinery Company, Mutch Oil Company and Nicholson Equipment Company, the only remaining claimants on your records with the exception of the U. S. Bureau of Internal Revenue.

As yet, we have not heard from Mr. Devers as to the type of hold harmless agreement which he will require in connection with the claim of the Bureau of Internal Revenue.

It is possible that there may be some justification for the claim of the Bureau of Internal Revenue, and, if you have anything in your records as to the detail of this claim we would appreciate your forwarding it to us.

If any inquiry is made by the Bureau, you may advise them whom to contact on behalf of this company.

In any event, the only remaining thing to do at present is for us to furnish an agreement to indemnify you on account of the Bureau's claim, if you are to release the funds originally due George E. Corliss on account of this contract.

We will appreciate hearing from you as to what form of hold harmless and indemnity agreements you want at your earliest convenience in order that this may be closed before too long a lapse.

Very truly yours,

Donald E. Spickard

Legal Department

RECEIVED
DEC 5 1951
STATE HIGHWAY COMMISSION

Donald E. Spickard
fh

NOTED ON CARD
12-5-51

RELEASE AND ASSIGNMENT

KNOW ALL MEN BY THESE PRESENTS:

That, whereas, George E. Corliss, as Principal, and General Casualty Company of America, a Washington corporation, of Seattle, Washington, as Surety, executed a certain bond dated January 6, 1950, in the amount of $75,467.00 in favor of the State of Oregon, obligee, conditioned for the payment of all persons supplying labor and material in the prosecution of the work provided for in a certain contract, to wit: Scott Canyon County Road, Sherman County, grading and oil mat surfacing, Contract No. 3274, and

WHEREAS, certain labor and/or materials, described in the annexed account, were so supplied by the undersigned and have not been paid for by the said George E. Corliss, and demand has been made upon the said Surety for payment thereof.

NOW, THEREFORE, the undersigned, EMPIRE MACHINERY COMPANY, of Pendleton, Oregon, in consideration of the sum of Six Thousand Four Hundred Forty-Three 44/100 Dollars, ($ 6443.44) lawful money of the United States paid to the undersigned by said General Casualty Company of America before the sealing and delivery of these presents, the receipt whereof is hereby acknowledged, has sold, assigned, transferred and set over, and by these presents does sell, assign, transfer and set over unto the said General Casualty Company of America, its successors and assigns, to its own proper use and benefit, any and all sums of money now due or to grow due upon the annexed account or otherwise from said George E. Corliss;

And the undersigned does hereby give the said General Casualty Company of America, its successors and assigns, full power and authority for its own use and benefit, but at its own cost, to ask, demand, collect, receive, compound, and give acquittance, and in its name or otherwise to prosecute and withdraw any suits or proceedings at law or in equity, therefor.

And for the consideration aforesaid, the undersigned does hereby, release and forever discharge the said General Casualty Company of America of and from any and all claims and demands of every kind, character and description in law or in equity, which the undersigned has or may hereafter have for, upon or by reason of the General Casualty Company of America having become surety on said bond and/or for, upon or by reason of the failure of said George E. Corliss to make full payment to the undersigned for all labor and/or materials supplied by the undersigned as aforesaid.

IN WITNESS WHEREOF, the undersigned has caused this instrument to be executed this 27 day of November, 1951.

EMPIRE MACHINERY COMPANY

By J. H. Lamb

Its Secy Treas

Attest (or witness):

Charles A. McCeary

Merrill Keown Jr

(Add corporate seal, if a corporation)

RELEASE AND ASSIGNMENT

KNOW ALL MEN BY THESE PRESENTS:

That, whereas, George E. Corliss, as Principal, and General Casualty Company of America, a Washington corporation, of Seattle, Washington, as Surety, executed a certain bond dated January 6, 1950, in the amount of $75,467.00 in favor of the State of Oregon, obligee, conditioned for the payment of all persons supplying labor and material in the prosecution of the work provided for in a certain contract, to wit: Scott Canyon County Road, Sherman County, grading and oil mat surfacing, Contract No. 3274, and

WHEREAS, certain labor and/or materials, described in the annexed account, were so supplied by the undersigned and have not been paid for by the said George E. Corliss, and demand has been made upon the said Surety for payment thereof.

NOW, THEREFORE, the undersigned, Mutch Oil Company, of Ontario, Oregon, in consideration of the sum of - - Seven Hundred and 00/100 - Dollars, ($- - 700 .00) lawful money of the United States paid to the undersigned by said General Casualty Company of America before the sealing and delivery of these presents, the receipt whereof is hereby acknowledged, has sold, assigned, transferred and set over, and by these presents does sell, assign, transfer and set over unto the said General Casualty Company of America, its successors and assigns, to its own proper use and benefit, any and all sums of money now due or to grow due upon the annexed account or otherwise from said George E. Corliss;

And the undersigned does hereby give the said General Casualty Company of America, its successors and assigns, full power and authority for its own use and benefit, but at its own cost, to ask, demand, collect, receive, compound, and give acquittance, and in its name or otherwise to prosecute and withdraw any suits or proceedings at law or in equity, therefor.

And for the consideration aforesaid, the undersigned does hereby, release and forever discharge the said General Casualty Company of America of and from any and all claims and demands of every kind, character and description in law or in equity, which the undersigned has or may hereafter have for, upon or by reason of the General Casualty Company of America having become surety on said bond and/or for, upon or by reason of the failure of said George E. Corliss to make full payment to the undersigned for all labor and/or materials supplied by the undersigned as aforesaid.

IN WITNESS WHEREOF, the undersigned has caused this instrument to be executed this 20 day of September, ~~1950~~ 1951

MUTCH OIL COMPANY

By Max Mutch

Its Partner

Attest (or witness):

E. T. Mutch

Delford D. Sharpe

(Add corporate seal, if a corporation)

RELEASE AND ASSIGNMENT

KNOW ALL MEN BY THESE PRESENTS:

That, whereas, George E. Corliss, as Principal, and General Casualty Company of America, a Washington corporation, of Seattle, Washington, as Surety, executed a certain bond dated January 6, 1950, in the amount of $75,467.00 in favor of the State of Oregon, obligee, conditioned for the payment of all persons supplying labor and material in the prosecution of the work provided for in a certain contract, to wit: Scott Canyon County Road, Sherman County, grading and oil mat surfacing, Contract No. 3274, and

WHEREAS, certain labor and/or materials, described in the annexed account, were so supplied by the undersigned and have not been paid for by the said George E. Corliss, and demand has been made upon the said Surety for payment thereof.

NOW, THEREFORE, the undersigned, **Nicholson Equipment Company**, of **Ontario, Oregon**, in consideration of the sum of **One Hundred Forty-Eight and 72/100 - - -** Dollars, ($**- - -148.72**) lawful money of the United States paid to the undersigned by said General Casualty Company of America before the sealing and delivery of these presents, the receipt whereof is hereby acknowledged, has sold, assigned, transferred and set over, and by these presents does sell, assign, transfer and set over unto the said General Casualty Company of America, its successors and assigns, to its own proper use and benefit, any and all sums of money now due or to grow due upon the annexed account or otherwise from said George E. Corliss;

And the undersigned does hereby give the said General Casualty Company of America, its successors and assigns, full power and authority for its own use and benefit, but at its own cost, to ask, demand, collect, receive, compound, and give acquittance, and in its name or otherwise to prosecute and withdraw any suits or proceedings at law or in equity, therefor.

And for the consideration aforesaid, the undersigned does hereby, release and forever discharge the said General Casualty Company of America of and from any and all claims and demands of every kind, character and description in law or in equity, which the undersigned has or may hereafter have for, upon or by reason of the General Casualty Company of America having become surety on said bond and/or for, upon or by reason of the failure of said George E. Corliss to make full payment to the undersigned for all labor and/or materials supplied by the undersigned as aforesaid.

IN WITNESS WHEREOF, the undersigned has caused this instrument to be executed this 19th day of **September**, 1951.

NICHOLSON EQUIPMENT COMPANY

By D R Nicholson

Attest (or witness):

Its Mgr

(Add corporate seal, if a corporation)

State of Oregon

County of MALHEUR

Company of America, a Washington corporation, of Seattle, Washington, as Surety, executed a certain bond dated January 6, 1950, in the amount of $75,467.00 in favor of the State of Oregon, obligee, conditioned for the payment of all persons supplying labor and material in the prosecution of the work provided for in a certain contract, to wit: Scott Canyon County Road, Sherman County, grading and oil mat surfacing, Contract No. 3274, and

WHEREAS, certain labor and/or materials, described in the annexed account, were so supplied by the undersigned and have not been paid for by the said George E. Corliss, and demand has been made upon the said Surety for payment thereof.

NOW, THEREFORE, the undersigned, Nicholson Equipment Company, of Ontario, Oregon, in consideration of the sum of One Hundred Forty-Eight and 72/100 - - - Dollars, ($- - -148.72) lawful money of the United States paid to the undersigned by said General Casualty Company of America before the sealing and delivery of these presents, the receipt whereof is hereby acknowledged, has sold, assigned, transferred and set over, and by these presents does sell, assign, transfer and set over unto the said General Casualty Company of America, its successors and assigns, to its own proper use and benefit, any and all sums of money now due or to grow due upon the annexed account or otherwise from said George E. Corliss;

And the undersigned does hereby give the said General Casualty Company of America, its successors and assigns, full power and authority for its own use and benefit, but at its own cost, to ask, demand, collect, receive, compound, and give acquittance, and in its name or otherwise to prosecute and withdraw any suits or proceedings at law or in equity, therefor.

And for the consideration aforesaid, the undersigned does hereby, release and forever discharge the said General Casualty Company of America of and from any and all claims and demands of every kind, character and description in law or in equity, which the undersigned has or may hereafter have for, upon or by reason of the General Casualty Company of America having become surety on said bond and/or for, upon or by reason of the failure of said George E. Corliss to make full payment to the undersigned for all labor and/or materials supplied by the undersigned as aforesaid.

IN WITNESS WHEREOF, the undersigned has caused this instrument to be executed this 19th day of September, ~~XXXX~~ 1951.

NICHOLSON EQUIPMENT COMPANY

By D D Nicholson

Its Mgr

Attest (or witness):

(Add corporate seal, if a corporation)

State of Oregon

County of MALHEUR

THIS CERTIFIES THAT on this 19th day of September 1951, before me, the undersigned, a Notary Public in and for the said county and state, personally appeared the within named D. D Nicholson who is known to me to be the identical person described in and who ex3cuted the within instrument and acknowledged to me that he executed the same freely and voluntarily for the purposes and used therein mentioned.

IN TESTIMONY WHEREOF, I have hereunto set my hand and official seal the day and year last above written.

Notary Public for Oregon

MY COMMISSION EXPIRES JAN. 7, 1955

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FOR FILING

822 (1)
3274

November 23, 1951

Mr. Geo. E. Corliss
Box 76
Ontario, Oregon

Dear Sir:

The State Highway Commission, at its meeting held on November 8, 1951, had under discussion your request for an extension of time of 238 days, from September 15, 1950 to May 10, 1951, within which to complete your contract No. 3274 covering the Scott Canyon Section of the Scott Canyon County Road in Sherman County.

The Highway Commission granted your above request for an extension of time with the provision that engineering penalties are to be assessed from July 31, 1950 to the date of the completion of the contract, which is in accordance with the terms of the previous extension. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete th the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: Wm. E. Chandler,
Division Engineer

A. V. Benedict,
Resident Engineer

H. G. Smith,
Construction Engineer

CARD
11-23-51

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OCT 29 1951
FOR FILING

S93 (1)

3274

October 26, 1951

Request for extension of time
No. 5
November 8 and 9 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Geo. L. Corliss for an extension of time on Contract No. 3274, Scott Canyon Section of the Sherman County Road, from September 15, 1950 to May 10, 1951.

The contractor was very dilatory in the manner in which he handled this project. On August 30, 1950, he was granted an extension from July 31, 1950 to September 15, 1950, with engineering penalties to be assessed from July 31, 1950 until the date of completion.

I recommend that this additional extension be granted in accordance with the terms of the previous extension. Mr. C. G. Polk, of the Bureau of Public Roads, concurs in this recommendation.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

Encl.
cc Mr. W. C. Williams
Mr. H. G. Smith

hi

RECEIVED
OCT 10 1951
FOR FILING

S 93 (1)
3274

October 3, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

Will you kindly concur in an Extension of Time on Contract No. 3274, Scott Canyon Section of the Sherman County Road, Ore. S-93 (1), from September 15th, 1950 to May 10th, 1951, to Geo. R. Corliss, Contractor.

The contractor was very dilatory in the manner in which he handled this project. On August 30th, 1950, he was granted an extension from July 31st, 1950 to September 15th, 1950, with engineering penalty to be assessed from July 31st, until date of completion.

I would recommend that this extension be granted in accordance with the terms of the previous granted extension.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc H. G. Smith

sh

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FOR FILING

RALEY, KILKENNY & RALEY
ATTORNEYS AT LAW
101 SOUTHEAST BYERS AVENUE
PENDLETON, OREGON

J. R. RALEY
JOHN F. KILKENNY
JAMES H. RALEY

3274

COPY

This is a copy of our letter in a matter in which you are interested and is sent to you for your information.

630

193 (1)
3274

August 28, 1951

General Casualty Company of America
Seattle 5, Washington

Attention: Mr. Donald E. Spickard

Re: George E. Corliss, Principal
Your File 2-87819
Scott Canyon County Road Job

NOTED
F. QUERY

Gentlemen:

Sometime ago Mr. J. H. Lamb of the Empire Machinery Company asked us to answer your letter to him of July 9th. We have copied and are enclosing a copy of the lease and option, which when read together with the claim filed at the State Highway Commission is more or less self-explanatory. The equipment was not returned until July 27th, so the rent went on at the same rate until then. It cost approximately $2500.00 to return the equipment to Pendleton and put it in operating condition. The $400.72 item is, as we understand it, for repair parts purchased during the job.

We think Mr. Corliss has complete statements on all these charges and he should have also been able to supply you with a copy of the lease and option.

If you are willing to pay any of these items at once please let us know without delay. It appears that it may be necessary to litigate this claim and we are making the necessary preliminary studies.

Yours truly,

RALEY, KILKENNY & RALEY

By James H. Raley

Enc.
lease and option

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3274 (CONTRACT NO.)

OREGON STATE HIGHWAY COMMISSION

July 24, 1951
(date)

(CONTRACT NO.) 3274
(EST. NO.) — 11-final
(CONTRACTOR) Geo. E. Corliss

(VOUCHER NO.) 11912
(WARRANT NO.) R-19897
(AMOUNT) $ 1,273.42
(DATE) July 23, 1951

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. R. Micklander
ACCOUNTING DIVISION

- -

Specified Completion Date: July 31, 1950

Time Extensions: Extended to May 10,1951 with penalty (see penalties)

Completion Date: May 10, 1951

Date Accepted: May 24, 1951

Penalties: Engineering penalties to be assessed from 7-31-50 to date of completion

Claims: None outstanding of record

Remarks:

- -

Date: 3-4-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
H. B. Glaisyer
Secretary

As per H.B. Glaisyer's
letter of March 3, 1952, Mr.
we released also semi-final
Est. 9 and 10
along with this final
to the ~~[illegible]~~
General Ins. Co.
of America
MAR 4 1952

Warrant Mailed: MAR 4 1952
A. R. Micklander — NOTED ON CARD

RECEIVED
[illegible] 1951
FOR FILING

8-93 (1)

3274

July 3, 1951

General Casualty Company of America
Edna M. Stewart, Agent
Board of Trade Building
Portland 4, Oregon

Dear Madam:

State Highway Contract No. 3274 for grading and surfacing on the Scott Canyon Section of the Scott Canyon County Road, Sherman County, was completed by the contractor, Geo. E. Corliss, on May 10, 1951 and was formally accepted by the Highway Commission on May 24, 1951.

Final payment in the amount of $1,273.42 will be made to the contractor on or after July 13, 1951 provided outstanding claims have been satisfied and this office advised. The total contract amount is $79,024.56 and no force account work was performed on the project.

There are claims filed against this project, of which you have been previously notified, aggregating $23,005.03.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By ______________________
Acting Secretary

gl

cc: General Casualty Company of America
General Insurance Bldg.
Seattle 5, Washington
Attn.: Surety Dept.

RECEIVED
JUN 13 1951
FOR FILING

S 93 (1)

3274

June 13, 1951

Mr. A. L. Tebault
Claims Department,
General Insurance Company of America
209 S. W. 4th Ave.
Portland 4, Oregon

Dear Mr. Tebault:

I enclose herewith a list of claims filed with this office against Geo. E. Corliss in connection with State Highway Contract No. 3274, covering grading and surfacing on the Scott Canyon Section of the Scott Canyon County Road in Sherman County.

As these claims are paid to you will you please furnish this office with the original receipt, a duplicate receipt or a certified copy of the receipt for our records.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl
encl. 1

NOTED ON CARD
13-51

LIST OF CLAIMS FILED AGAINST CONTRACT NO. 3274, GEO. E. CORLISS

7-31-50	Empire Machinery Co.	Machine Rentals	$6,276.66
8-29-50	Union Oil Co.of California	Products purchased	2,500.00
10-30-50	Western Equipment Co.	Equipment rental	1,731.90
11-18-50	Senter Tool Service	Material & Labor (no amt.specified)	
11-27-50	U.S. Bureau Internal Revenue	Withholding Tax	1,082.[illegible]0
	" " " " "	Federal Insurance	367.77
12-12-50	Armco Drainage & Metal Products	Materials furnished	5,772.33
1-29-51	Western Equipment Co.	Equip.rental & accessories	549.60
1-30-51	Oscar Joelson	Furnishing crushed rock	1,853.42
1-31-51	English & Co.	Powder & blasting accessories	1,250.84
3-13-51	State Unemployment Com.Commission	Unpaid Int., 2nd quarter,1950	.86
		" " 3rd " "	1.44
		Unpaid Contributions,4th quarter	60.15
5-1-51	Mutch Oil Co.	Products furnished	932.08
5-2-51	Nicholson Equipment Co.	Repair parts furnished	148.72
5-21-51	U.S. Bureau Internal Revenue	Levy	476.36
		Total as of 6-13-51	$23,005.03

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FOR FILING

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3274

June 4, 1951

General Casualty Company of America
Edna M. Stewart, Agent
Board of Trade Bldg.
Portland 4, Oregon

Dear Madam:

The State Highway Commission is prepared to make semi-final payment to Geo. E. Corliss, assigned to your Company, on contract No. 3274, covering grading and surfacing on the Scott Canyon Section of the Canyon County Road in Sherman County. This payment, in the amount of $15,374.12, will be made on or after June 14, 1951 providing outstanding claims have been satisfied and this office advised. The retained percentage is $2,404.67.

There are claims filed against this project, of which you have been previously notified, aggregating approximately $23,006.93.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: General Casualty Company of America
General Insurance Bldg.
Seattle 5, Washington

NOTED ON CARD

RECEIVED
MAY 18 1951
FOR FILING

893 (1)

3274

Mrs Lewis

May 16, 1951

Honorable Earl T. Newbry
Secretary of State
CAPITOL

Dear Sir:

This is to acknowledge your letter of May 14 to which was attached three copies of the claim filed with your office by the Hutch Oil Company against George E. Corliss.

The claim is in the sum of $932.08 for labor and material furnished on State Highway Contract No. 3274, your file No. 3279.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

HBC:FQ:ehr

NOTED ON CARD

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

May 14, 1951

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received and filed as of this date a notice of claim by Mutch Oil Company, for labor and material furnished in the sum of $932.08, against the bond taken from George E. Corliss, principal, and The General Insurance Company of America, surety, on the construction of the Scott Canyon County Project, state highway contract No. 3274, our file No. 3279.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

Earl T. Newbry

Secretary of State

NF:M
Enc.

RECEIVED
MAY 18 1951
FOR FILING

893(1)

3274

Mrs Lewis

May 16, 1951

General Casualty Company of America
Board of Trade Building
Portland 4, Oregon

Attention Edna M. Stewart

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by the Hutch Oil Company of Ontario, Oregon, against George E. Corliss. The claim is in the sum of $972.08 for labor and materials furnished Mr. Corliss on State Highway Contract No. 3274 for grading and surfacing the Scott Canyon Section of the Scott Canyon-Sherman County Road.

This information is furnished as the General Casualty Company of America appears as surety on the performance bond furnished with the above contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

HDG:PJ:chr

Enclosure

cc General Casualty Company of America
General Insurance Building
Seattle 5, Washington

George E. Corliss

COPY

WHOLESALE - RETAIL

MUTCH OIL CO.
Phone 287

P. O. Box 329

24 Hour Service
Truck Station and Cafe
East of Underpass

ONTARIO, OREGON

May 10, 1951

Earl T. Newbry

Secretary of State

Salem, Oregon

Re: Public Contracts & Employment

Dear Sir;

Notice is hereby given that the undersigned Mutch Oil Company has a claim for labor and material furnished in the sum of $932.08 against the bond taken from The General Insurance Company of America for the work done by George E. Corliss on the construction of the Scott Canyon County Project, contract No.3274, with the State Highway Commission.

Yours truly,

Mutch Oil Company

Ontario, Oregon

MAE MUTCH
(Mrs.) Mae Mutch - Partner

ENDORSED
File No. 3279
Filed May 14, 1951
EARL T. NEWBRY, Secretary of State

RECEIVED
MAY 15 1951
FOR FILING

S-93(1)
3274

May 14, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was completed on May 10, 1951 on Contract No. 3274, Scott Canyon Section, in connection with Federal Aid Project No. S-93 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

by

W. C. Williams
Assistant State Highway Engineer

DBP:ple

cc: Mr. John Cattrell

Form E-1—[illegible]—1-48

293 (1)

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 12, 1951

Section Scott Canyon	Kind of work Grading & Oil Mat. Surfacing
Highway Scott Canyon County Road	Section prefix 228-1013
Contractor Geo. E. Corliss	Contract number 3274
Date of Contract Jan. 6, 1950, 19	Date of completion July 31, 1950, 19
Date work started Jan. 12, 1950, 19	Estimated date of completion, 19
Amount of contract $ 75,467.00	Per cent of time elapsed 238 %

Estimated cost of completed project, exclusive of engineering $ 80,820

Per cent of contract completed, based on total contract price 106 %

Engineering cost to date $ 6,100, 8.1 %

Date project was completed May 10, 1951

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Final seal on this section completed Monday. Contractor maintained with a broom until Thursday.

NOTED

Signed Al Benedict

Address P. O. Box #420, The Dalles, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Windy		
Monday	Fair-Warm		
Tuesday	Clear		
Wednesday	Clear		
Thursday	Clear		
Friday	Part. Cloudy		
Saturday	Showers		

RECEIVED
MAY 16 1951
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
J [illegible] 1 1951
FOR FILING

893 (1)
3274

Mrs Lewis

May 9, 1951

Nicholson Equipment Co.
Box 688
Ontario, Oregon

Gentlemen:

We have your letter of May 2nd concerning a claim you have against Geo. Corliss Construction Company in the sum of $148.72 for repair parts furnished in May, 1950, while doing a road job at Rufus, Oregon. It may be that your claim is in connection with State Highway Contract 3274 awarded to Geo. E. Corliss for grading and surfacing the Scott Canyon Section of the Scott Canyon Sherman County Road.

Each state highway contract is covered by a performance bond which assures completion of the job and payment of all bills incurred in connection with the contract. General Casualty Company of America through Edna M. Stewart, Board of Trade Building, Portland 4, furnished the bond with the above contract. The contract has not yet been completed.

The State makes no attempt to determine the validity of claims and neither does it make direct payment to the claimants.

If you wish to protect your claim for a period longer than six months following completion of the contract and acceptance by the Commission, it is suggested that the claim be filed with the Secretary of State. For your convenience in preparing this filing we have attached excerpts from the Oregon Laws outlining the necessary procedure.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

NOTED ON CARD
[illegible]

FAQ:md
Attach.

Nicholson Equipment Co.
IMPLEMENTS - APPLIANCES - HARDWARE
Phone 37 ONTARIO, OREGON Box 688

May 2 nd. 1951

3274

State Highway Commission
Salem, Oregon

Gentlemen;

In May 1950 we sold some repair parts to the George Corliss Construction Company, to be used on his equipment while doing a road job at Rufus, Oregon.

Our bill amounts to $ 148.72 and is still unpaid.

Mr. Corliss tells us that our account has been turned over to the State for payment. So far we have heard nothing from it and we are wondering what steps can be taken for collection of this account.

Any help that you can give us in this matter will be very much appreciated.

Yours truly

Nicholson Equipment Co.

D D Nicholson

D. D. Nicholson

[illegible] TO
Gurney
BY SECRETARY

Unprocessed letter

[illegible]

1951

FILING

Williams

Nicholson Equipment Co.
Implements - Appliances - Hardware
Phone 37 ONTARIO, OREGON Box 688

May 2 nd. 1951

NOTED
W. C. WILLIAMS

State Highway Commission
Salem, Oregon

Gentlemen;

I May 1950 we sold some repair parts to the George Corliss Construction Company, to be used on his equipment while doing a road job at Rufus, Oregon.

Our bill amounts to $ 148.72 and is still unpaid.

Mr. Corliss tells us that our account has been turned over to the State for payment. So far we have heard nothing from it and we are wondering what steps can be taken for collection of this account.

Any help that you can give us in this matter will be very much appreciated.

Yours truly

Nicholson Equipment Co.

/s/ D. D. Nicholson
D. D. Nicholson

RECEIVED
MAY 11 1951
FOR FILING

8-93 (1)
3274

Mrs Lewis

May 9, 1951

General Casualty Company of America
Edna M. Stewart, Agent
Board of Trade Building
Portland 4, Oregon

Gentlemen:

We have received a letter dated May 2nd from Nicholson Equipment Company, Box 688, Ontario, advising that George Corliss owes them $148.72 for repair parts to be used on his equipment while doing a road job at Rufus, Oregon. It may be that this claim is in connection with State Highway Contract 3274 for grading and surfacing the Scott Canyon Section of the Scott Canyon Sherman County Road.

This information is furnished as the General Casualty Company of America appears as surety on the performance bond furnished with the above contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - General Casualty Company of America
General Insurance Building
Seattle 5, Washington
Attention: Surety Department

Mr. Geo. E. Corliss
Box 76
Ontario, Oregon

RECEIVED
MAY 9 1951
FOR FILING

8 93 (1)

3274

Mrs Lewis

May 7, 1951

Mutch Oil Co.
P.O. Box 329
Ontario, Oregon

Attention: Mrs. Mae Mutch, Partner

Gentlemen:

This acknowledges your letter of May 1, 1951 submitting details of your claim against George E. Corliss for supplies furnished him in the amount of $932.08, in connection with his contract with the State Highway Commission, No. 3274, for the construction of the Scott Canyon-County Project. I take it from your letter that you have already filed a claim with the General Insurance Company of America, surety on the policy furnished by Mr. Corliss in connection with this job, but your letter does not indicate that you have filed with the Secretary of State of the State of Oregon. I would suggest that you do that, and, for your guidance, I enclose excerpts from the Oregon laws governing such matters.

By filing your claim with the Secretary of State, the bond furnished by Mr. Corliss can be held responsible and liable for the payment of your claim subsequent to a period of six months from date of acceptance of the project of the State Highway Commission.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ls
Enc. 1
cc: F.A. Query

NOTED ON CARD

MUTCH OIL CO. WHOLESALE - RETAIL

24 Hour Service

[redacted] Phone 287

P. O. Box 329

Truck Station and Cafe
East of Underpass

ONTARIO, OREGON

May 1, 1951

Oregon State Highway Commission
Salem, Oregon

Re: George E. Corliss
Contract #3274
Rufus, Oregon

Gentlemen,

On or about November 1, 1950 we recieved a letter from A. L. Tebault Claims Department of The General Insurance Company of America stateing that our statement in the amount of $932.08 had been forwarded to them for attention, and requested an itimized statement of the account. On November 28, 1950 I sent them an itimized statement. On February 1, 1951 I recieved a letter from them stateing that we would have to present evidence that the material and labor listed on the statement was used on the above captioned job. We have now contacted Mr. George E. Corliss and he told us to submit this bill to you.

The following is taken from the statement submited to the General Insurance Company of America, General Insurance Building, Seattle 5, Washington.

11-1-49	Invoice #9178	Diesel & oil	$ 124.98	
4	9708	Gas	130.83	
4	43925	gas	2.79	
7	9745	Stove oil	10.07	
7	44029	Oil	6.90	
16	44398	Truck tube	3.72	
16	39726	Truck horns	15.00	
17	9195	Diesel	73.31	
17	45058	gas	.29	
21	44616	Batt. Chg.	1.00	
22	44669	Oil	6.90	
22	44702	Oil	.70	
23	9939	Stove Oil	9.50	
28	44887	Gas & rep.	3.21	
29	44956	Gas	6.15	
29	9193	Gas	28.82	$424.17
12-13-49	9200	Gas	28.82	
8	9203	Gas	17.08	
8	45254	Oil	6.90	
10	10205	Stove Oil	9.50	
11	45377	Oil	6.90	
12	9208	Diesel	8.75	
13	45438	Gas	2.07	
15	9212	Diesel	8.75	
16	45552	Gas & Oil	6.15	
19	9273	Gas	131.36	
24	45891	Tire-Tube -Rep.	65.86	
26	45907	Gas	5.16	
26	45936	Batt. Tire rep.	19.08	

ACKNOWLEDGED
H. B. GLAISYER

12-26-49	Invoice #2584	Truck rep.	5.50		
27	9419	Oil	1349		
27	9220	Gas-Diesel-Grease	43.58		
28	46076	Lube job & grease	3.05		
			382.00		806.17
12-22-49	45807	Oil returned		Credit 6.90	
December	Check on account			500.00	
	Balance of account as of January 1 1950				$299.27
1-2-50	Invoice #46239	Batt. Chg. & oil	4.20		
3	46275	Gas	3.70		
3	46285	Batt. & gas	15.96		
10	47969	Gas	3.78		
10	9647	Oil	10.83		
13	46680	Batt.Chg & Oil	7.90		
27	5064	Oil	13.30		
			59.67		$358.94
2-13-50	5257	Oil	13.68		
25	48492	Gas & Oil	14.58		
			28.26		$387.20
3-7-50	50678	Gas & Oil	8.59		
10	6340	Oil	17.86		
15	51035	Gas	4.35		
31	50054	gas	5.54		
			36.34		$423.54
4-2-50	50116	Wheel-rims-tire-tube	179.34		
13	7356	Oil	18.05		
22	51991	Gas	3.20		
22	51999	Gas & Oil	5.87		
22	52001	Tire Rep.	.50		
			206.96		$630.50
5-1-50	52364	Gas	4.67		
25	3040	New Motor & rep.	489.06		
29	53747	Gas	2.34		
20	53284	Gas	4.43		
			500.50		$1131.00
6-10-50	54372	Gas	3.79		
11	54389	Gas-Oil-Filter	4.12		
18	54738	Gas-Oil	6.21		
			14.12		$1145.12
8-10-50	56784	Credit for insurance check		$244.53	$900.59
Interest on account to Sept 1, 1950			31.49		$932.08
" " " " Nov. 1, 1950 (2 mo.)			9.00		$941.08

NOTED ON CARD
5-7-51

cc - George E. Corliss

Respectfully submitted,
Mutch Oil Company, Ontario, Oregon
Max Mutch, Partner

NOTED ON CARD

RECEIVED
MAY 4 1951
FOR FILING
FORM E-90 25M 5-50 40600

5-93(1)
3274

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 1, 1951

SUBJECT:

To:

Mr. H. B. Glaisyer
Secretary
Office

NOTED
H. B. GLAISYER

L

Dear Mr. Glaisyer:

A few days ago, I believe, I approved payment of the claim by the Collector of Internal Revenue against our contractor Corliss. I suggest that payment of that claim be withheld pending some further study and development.

Yours very truly,

J M Devers
J. M. DEVERS
Chief Counsel

JMD:AWP
cc Mr. M. H. Hawke

REFERRED TO
SECRETARY

Query
to note & record on card

NOTED ON CARD
[illegible]

NOTED
F. QUERY

RECEIVED
APR 25 1951
FOR FILING

Mrs Lewis

893 (1)
3274

April 25, 1951

The Dalles Equipment Co.
Box 312
The Dalles, Oregon

Gentlemen:

This letter is to thank you for your note placed on our letter of April 18 advising that your claim against Geo. E. Corliss in the full amount of $1,248.72 has been paid in full by the General Casualty Company.

Your claim was against Geo. E. Corliss in connection with State Highway Contract No. 3274.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

[illegible] ON CARD
4-25-51, g C

E-123 25M 10-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

April 18, 1951

The Dalles Equipment Co.
Box 312
The Dalles
Oregon

Gentlemen:

On July 27, 1950 you filed a claim with this office, covering parts purchased for trucks and tractors in the amount of $981.22, against George E. Corliss in connection with contract No. 3274 for grading and surfacing pn the Scott Canyon Section of the Scott Canyon County Road.

We were also advised by you on January 26, 1951 that you were filing a new claim in the amount of $1,248.72. Does this supercede your first claim or is it to be considered as a separate and additional claim.

Will you please clarify this matter for us at your earliest convenience.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

Geo E Corliss
Contract 3274

NOTED
H. B. GLAISYER

Gentlemen:

The claim for $1248.72, is the entire amount .. and we have received full settlement from the General Casualty Co. in Seattle.
Thanking you for this attention, and sorry to have caused this claim to be carried in your files uncessarily.

T h e Dalles Equipment Co.

RECEIVED
APR [illegible] 1951
OREGON
STATE [illegible] COMMISSION

[illegible]

4-23-51

RECEIVED
APR 25 1951
FOR FILING

893(1)
3274

Mrs Lewis

April 25, 1951

General Casualty Company of America
Edna M. Stewart, Agent
Board of Trade Building
Portland 4, Oregon

Dear Madam:

On April 23 we received a note from The Dalles Equipment Company advising that their claim in the amount of $1,248.72 against Geo. E. Corliss on State Highway Contract 3274 has been paid in full by the General Casualty Company.

This information is provided as the General Casualty Company of America appears as surety on the performance bond furnished with State Highway Contract No. 3274.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - General Casualty Company of America
General Insurance Building
Seattle 5, Washington
Attention: Surety Department

Mr. Geo. E. Corliss
Box 76
Ontario, Oregon

NOTED ON CARD
4-25-51 zl

RECEIVED
APR 25 1951
FOR FILING

Baldock

8930(1)

3274

4-1-51

(Geo. E. Corliss
Contract 3274)

Gentlemen:

The claim for $1248.72, is the entire amount .. and we have received full settlement from the General Casualty Co. in Seattle.

Thanking you for this attention, and sorry to have caused this claim to be carried in your files uncessarily.

The Dalles Equipment Co.

NOTED

RECEIVED
APR 18 1951
FOR FILING

8-93 (1)

3274

April 18, 1951

The Dalles Equipment Co.
Box 312
The Dalles
Oregon

Gentlemen:

On July 27, 1950 you filed a claim with this office, covering parts purchased for trucks and tractors in the amount of $981.22, against George E. Corliss in connection with contract No. 3274 for grading and surfacing on the Scott Canyon Section of the Scott Canyon County Road.

We were also advised by you on January 26, 1951 that you were filing a new claim in the amount of $1,248.72. Does this supercede your first claim or is it to be considered as a separate and additional claim.

Will you please clarify this matter for us at your earliest convenience.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
4-18-51

RECEIVED
MAR 27 1951
FOR FILING

8 93 (1)

3274

March 27, 1951

Hon. Earl T. Newbry
Secretary of State
Capitol

Dear Sir:

We have your letter of March 22 concerning a claim filed by the State Unemployment Compensation Commission against George E. Corliss on State Highway Contract 3274.

As Mr. Claude M. Johns' letter states that their files show George E. Corliss and that the use of the name George "D." Corliss is apparently a typographical error, and as the claim has been recorded in our records against George E. Corliss, we do not feel that it is necessary for the Unemployment Compensation Commission to file an amended claim as far as our records are concerned.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

FAQ:md

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

March 22, 1951

3274

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We are enclosing a copy of a letter from the State Unemployment Compensation Commission in reply to our letter of March 14th, in which we mentioned the discrepancy in the initial of Geo. Corliss as shown in the recent notice of claim, three copies of which were mailed to you for your records.

If you consider it necessary for the Commission to file an amended notice of claim showing the corrected initial, kindly advise us.

Very truly yours,

Earl T. Newbry
Secretary of State

NF:M
Enc.

RECEIVED
MAR 23 1951
OREGON
STATE HIGHWAY COMMISSION

(COPY)

STATE UNEMPLOYMENT COMPENSATION COMMISSION
UNEMPLOYMENT COMPENSATION LAW

SALEM, OREGON

March 16, 1951

in reply refer to

CMJ:303080

Mr. Earl T. Newbry
Secretary of State
Salem, Oregon

Dear Sir:

Referring again to our letter advising of the indebtedness due from, as we put it in our letter, Geo. D. Corliss, and your advice that the statement shows the name as Geo. E. Corliss. The proper name, as shown by our files, is Geo. E. Corliss.

We are sorry to have caused you this inconvenience and trust it will not be necessary to file a further claim to correct this error. If so, please advise.

Very truly yours,

CLAUDE M. JOHNS

Claude M. Johns
Assistant Attorney General

CMJ:eh

RECEIVED
MAR 27 1951
FOR FILING

§93 (1)
3274

March 27, 1951

Raley, Kilkenny & Raley
Attorneys at Law
101 Southeast Byers Avenue
Pendleton, Oregon

Gentlemen:

State Highway Contract No. 3274, awarded to George E. Corliss, to date has not been completed or accepted by the State Highway Commission. It is expected that the job will be complete by July 1, and will probably be presented to the Commission for acceptance at the first meeting following completion of the job.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

RALEY, KILKENNY & RALEY
ATTORNEYS AT LAW
101 SOUTHEAST BYERS AVENUE
PENDLETON, ORE.

J. R. RALEY
JOHN F. KILKENNY
JAMES H. RALEY

636
Air Mail

March 23, 1951

The Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re: Contract No. 3274, Scott Canyon Road,
George E. Corliss

Please give us the date of the completion of this contract with an acceptance of the work by affirmative action of the State of Oregon as defined in Section 98-101, O.C.L.A.

Our interest in this matter is on behalf of the Empire Machinery Company.

Yours truly,

RALEY, KILKENNY & RALEY

By: James H Raley

RECEIVED
MAR 26 1951
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 28 1951
FOR FILING

Dec (1)
3274

March 27, 1951

Malcolm H. Hawks
Auditor

With reference to our telephone conversation of a few moments ago, I enclose for your information a copy of a letter that I have received from Mr. Devers regarding payments to George E. Corliss in connection with his Contract No. 3274, for grading and surfacing the Scott Canyon Section in Sherman County. In view thereof, will you please continue to hold up further payments to Mr. Corliss in connection with this work.

Thanks a lot.

Secretary

MBG/fm

Enc.

REFERRED TO
Query — Mrs Lewis
BY SECRETARY

NOTED ON CARD
[illegible]

NOTED
F. QUERY

FORM E-90 25M 5-50 40900

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 26, 1951

SUBJECT:

To:
Mr. H. B. Glaisyer
Secretary
Office

NOTED
H. B. GLAISYER

Dear Mr. Glaisyer:

This is in response to your inquiry of March 23 concerning the Internal Revenue claim against George E. Corliss.

Since writing you on February 7, I have had an opportunity to study this matter further and may have to change my opinion with respect to the Government's claim. Authorities which I have had opportunity to examine indicate that the Government cannot be preferred over labor and material claims, so in the meantime I ask that you do not pay the Government's claim in response to its notice of levy. I hope within the next few days to give you a final opinion on this matter.

Yours very truly,

J M Devers

J. M. DEVERS
Chief Counsel

JMD:AWP

Copied for Mr. Hawke

NOTE TO Hawke
DATE 3/27

March 23, 1951

Mr. J. M. Devers

Dear Mr. Devers:

On February 7, 1951, you directed a letter to Mr. Donald E. Spickard, Legal Department, General Casualty Company of America, in which letter you notified him that, notwithstanding an assignment given by George E. Corliss to the General Casualty Company of America of all monies due him in connection with his Contract No. 3274, a check for the full amount of the Federal Government's claim against Mr. Corliss would be issued to the Federal Government unless the bonding company deposits with the Highway Commission sufficient funds to pay the Government's claim.

You asked Mr. Spickard to advise you by return mail. I am wondering whether or not you have as yet received a reply and what are the latest developments. I will appreciate any information that you may wish to give me.

Respectfully yours,

Secretary

WBG:ehr

VED
8 1951
FOR FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

173 (1)

February 7, 1951

NOTED
H. B. GLAISYER

NOTED
F. QUERY

Mr. Donald E. Spickard
Legal Department
General Casualty Company of America
Seattle 5, Washington

Re: George E. Corliss contract #3274
Your file No. 2-87819

Dear Mr. Spickard:

Some claims are being filed against the above contractor and one of those claims is in the form of a notice of levy filed by the Internal Revenue Department. The Government's claim, I am told is for money which the contractor held from his employes' salaries or wages but did not remit to the Government. I am advised by the Highway Commission's Auditor that there is on file an assignment made by said contractor to the General Casualty Company of America of moneys earned or to be earned under that contract.

Because of the fact that the Government's claim is for money which belongs to the employes and which the contractor withheld and still withholds, I am advising the Commission that the Government's claim must be preferred against the assignment. A check will be issued shortly to the Government for the full amount of its claim regardless of the assignment unless the bonding company deposits with this office sufficient funds to pay the Government's claim.

Please advise me by return mail.

Yours very truly,

J. M. DEVERS

NOTE TO Devers
DATE 3/23/51

JMD:jk
cc :W.C.Williams (Office)
H.B.Glaisyer (Office)
M.Hawke (Office)
Paul Lynch (Col.Int.Rev.,Salem)

NOTED ON CARD

REFERRED TO
BY SECRETARY

RECEIVED
MAR 19 1951
FOR FILING

893 (1)

3274

Mrs Lewis

March 16, 1951

General Casualty Company of America
Edna M. Stewart, Agent
Board of Trade Building
Portland 4, Oregon

Dear Madam:

Attached is a copy of a claim filed with the Secretary of State by the State Unemployment Compensation Commission against Geo. E. Corliss. The claim, in the sum of $63.05, is for unpaid contributions on State Highway Contract No. 3274.

This is the sameclaim concerning which we wrote you yesterday advising that we had received a carbon copy of the letter addressed to the Secretary of State.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

cc - General Casualty Company of America
General Insurance Building
Seattle 5, Washington
Attention: Surety Department

Mr. Geo. E. Corliss
Box 76
Ontario, Oregon

COPY

STATE UNEMPLOYMENT COMPENSATION COMMISSION
Unemployment Compensation Law
SALEM, OREGON

March 13, 1951

T.Morris Dunne, Chairman
L.C.Arens
Paul E. Gurske
Commissioners

Address all communications
to the Commission and

In Reply Refer to

CMJ:30380

Mr. Earl T. Newbry
Secretary of State
State of Oregon
Salem, Oregon

Dear Sir:

Will you please take notice that Geo. D. Corliss, whose present address is Route 3, Box 311, Bend, Oregon, in the performance of a contract for excavation of gravel, under highway contract #3274, near Rufus, Oregon, and while a subject employer under the provisions of the Oregon State Unemployment Compensation Act, for labor performed and payroll accrued under said contract, became indebted to this Commission as per statement hereto attached, and claim is hereby made for the payment of such balance owing. The statement, you will note, shows an unpaid interest item of 86 cents for the second quarter of 1950, an unpaid interest item of $1.44 for the third quarter of 1950, and for the fourth quarter of 1950 unpaid contributions in the sum of $60.15, together with accrued interest in the sum of 60 cents, for a total of $63.05, interest computed only through March 31, 1951.

Please acknowledge receipt of the above claim and we will await your further advice,

Very truly yours,

Claude M. Johns
Claude M. Johns
Assistant Attorney General

CMJ:eh
Incl.
CC: H. B. Glaisyer, Highway Dept.
General Insurance Company
Geo. D. Corliss

OPY

STATE UNEMPLOYMENT COMPENSATION COMMISSION
Salem, Oregon

STATEMENT

Firm Name George E. Corliss Reg. No. 30380

Address Route 3 Box 311 Bend, Oregon

Year	Qr.	Taxable Payroll	Tax Rate	Assessments		Payments	
				Contribution	Interest Penalty	Date	Amount
1950	2				.86		
	3				1.44		
	4	2227.70	2.7	60.15	.60		

Totals	Contribution	Interest Penalty	Total
Total Assessments	60.15	2.90	63.05
Less Payments			
Balance Due	60.15	2.90	63.05

Interest Computed to 3-31-51
Prepared for Legal Dept.
By F.M.O. Date 3-12-51

Endorsed:
File No. 3273
FILED MAR. 14, 1951
EARL T. NEWBRY, Secretary of State.

RECEIVED
MAR 19 1951
FOR FILING

893(1)

3274

Mrs Lewis

March 16, 1951

Hon. Earl T. Newbry
Secretary of State
Capitol

Dear Sir:

This is to acknowledge your letter of March 14 to which was attached three copies of a claim filed with your office by the State Unemployment Compensation Commission against Geo. D. (E.) Corliss.

The claim is in the sum of $63.05 for unpaid contributions incurred on State Highway Contract No. 3274 and bears your file No. 3273.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD
3-16-51

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

March 14, 1951

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from State Unemployment Compensation Commission a notice of claim for excavation of gravel near Rufus, Oregon, in the sum of $63.05, against the bond taken from Geo. D. Corliss, State Highway Contract No. 3274, our file No. 3273.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

Earl T. Newbry

Secretary of State

NF:M
Enc.

RECEIVED
[illegible] 1951
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 19 1951
FOR FILING

193 (1)
3274

Mrs Lewis

March 15, 1951

General Casualty Company of America
Edna M. Stewart, Agent
Board of Trade Building
Portland 4, Oregon

Dear Madam:

We have received a carbon copy of a letter addressed to the Secretary of State from Claude M. Johns, Assistant Attorney General with the State Unemployment Compensation Commission, advising that the Commission has a claim against George E. Corliss in the sum of $63.05. The claim is for unpaid contributions due the Unemployment Compensation Commission in connection with Mr. Corliss' operations on State Highway Contract 3274 for grading and surfacing the Scott Canyon Section of the Scott Canyon Sherman County Road.

This information is provided as the General Casualty Company of America appears as surety on the performance bond furnished in connection with the above contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - General Casualty Company of America
General Insurance Building
Seattle 5, Washington

Mr. George E. Corliss
Box 76
Ontario, Oregon

NOTED ON CARD

RECEIVED
13 1951
FOR FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND

BEN. R. CHANDLER, MEMBER
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
CHIEF COUNSEL

H. B. GLAISYER
SECRETARY

1-33(1)

3274

February 12, 1951

NOTED
H. B. GLAISYER

Mr. Donald E. Spickard
Legal Department
General Casualty Company of America
Seattle 5, Washington

Re: George E. Corliss contract #3274
Your File No. 2-87819

Dear Sir:

I have just read your letter dated February 8th relative to certain funds earned under a contract between the State and George E. Corliss, which contract is identified above.

I do not agree with your conclusion with respect to the government's claim and unless you can furnish me authorities holding that the government is not entitled to preference in this instance I shall of necessity advise the Commission to withhold from the contractor sufficient funds to satisfy the government's claim.

You call attention to Section 98-201, O.C.L.A. and you contend that under that law the government's claim is neither for labor nor material which went into the job. It seems to me you overlook the fact that the labor in connection with which the government's claim has arisen has already been paid by the contractor with money furnished by the State. The contractor, however, in connection with the payment of labor complied with the federal rule and withheld from those laborers money which they should have paid directly to the government. In other words, the money we are talking about is money which the contractor took from the laborers and now holds in trust for the government. If you have authorities which contradict my theory I shall, of course, be glad to have them, but as I have already stated, under the law as I contrue it and under the facts in this case, we must of necessity withhold from the contractor sufficient money to make good his obligation to the government with respect to labor claims already paid, and I have so advised the Commission.

Yours very truly,

J. M. DEVERS

JMD:jk
cc :R.H.Baldock
H.B.Glaisyer ✓
Paul Lynch

BY SECRETARY

NOTED
F. QUERY

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FEB 8 1951
FOR FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

8 93 (1)
3274

February 7, 1951

Mr. ~~Donald~~ E. Spickard
Legal Department
General Casualty Company of America
Seattle 5, Washington

NOTED
W. C. WILLIAMS

Re: George E. Corliss contract #3274
Your file No. 2-87819

Dear Mr. Spickard:

Some claims are being filed against the above contractor and one of those claims is in the form of a notice of levy filed by the Internal Revenue Department. The Government's claim, I am told is for money which the contractor held from his employes' salaries or wages but did not remit to the Government. I am advised by the Highway Commission's Auditor that there is on file an assignment made by said contractor to the General Casualty Company of America of moneys earned or to be earned under that contract.

Because of the fact that the Government's claim is for money which belongs to the employes and which the contractor withheld and still withholds, I am advising the Commission that the Government's claim must be preferred against the assignment. A check will be issued shortly to the Government for the full amount of its claim regardless of the assignment unless the bonding company deposits with this office sufficient funds to pay the Government's claim.

Please advise me by return mail.

Yours very truly,

J. M. DEVERS

JMD:jk
cc :W.C.Williams (Office)
H.B.Glaisyer (Office)
M.Hawke (Office)
Paul Lynch (Col.Int.Rev.,Salem)

RECEIVED
FEB 2 1951
FOR FILING

193(1)
3274

Mrs Lewis

February 1, 1951

Hon. Earl T. Newbry
Secretary of State
Capitol

Dear Sir:

This is to acknowledge your letter dated January 29 to which was attached three copies of a claim filed with your office by Western Equipment Company against George E. Corliss for equipment rental and supplies furnished the contractor in connection with his operations on State Highway Contract No. 3174.
2

3274 The claim bears your file No. 3263.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

January 29, 1951

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Ariel L. Crowley, attorney for Western Equipment Co., 2612 Breneman Street, Boise, Idaho, and filed as of this date, a notice of claim by Western Equipment Company, a corporation, of Boise, Idaho, for rental of equipment, furnished in the sum of $549.60, against the bond taken from George F. Corliss, principal, and The General Casualty Company of America (Agent Edna M. Stewart, Board of Trade Building, Portland 4, Oregon) for use in highway construction under contract awarded January 6, 1950, for grading and surfacing the Scott Canyon Section on the Scott Canyon Sherman County Road, in the State of Oregon. State of Oregon Contract No. 3274. Our File No. 3263.

We are enclosing three copies of the claim for your information and files.

Please acknowledge receipt of the copies for our records.

Very truly yours,

Earl T. Newbry

N:lb

Secretary of State.

[illegible] ON CARD

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FOR FILING

8 93 (1)

3274

Mrs Lewis

February 1, 1951

General Casualty Company of America
Edna M. Stewart, Agent
Board of Trade Building
Portland 4, Oregon

Dear Madam:

Attached is a copy of a claim which has been filed with the Secretary of State by Western Equipment Company, 2612 Breneman Street, Boise, Idaho, against George E. Corliss. The claim, in the sum of $549.60 is for rental of equipment and supplies furnished to Mr. Corliss between September 16 and November 15, 1950, on State Highway Contract No. 3274 for grading and surfacing the Scott Canyon Section of the Scott Canyon Sherman County Road.

This is the same claim concerning which we received notice from the Western Equipment Company on January 29 and advised you concerning the claim on the same day.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

cc - General Casualty Company of America
General Insurance Building
Seattle 5, Washington
Attention: Surety Department

Mr. Geo. E. Corliss
Box 76
Ontario, Oregon

COPY

NOTICE OF CLAIM OF WESTERN EQUIPMENT COMPANY, BOISE, IDAHO:

TO THE STATE OF OREGON:

NOTICE IS HEREBY GIVEN that the undersigned Western Equipment Company, a corporation, of Boise, Idaho, has a claim for rental of 1 Model 105 Schramm Compressor, #154807, 1 H-111 Cleveland Rock Drill #47HV7250; 100 feet Air Drill Hose 3/4"; and 2 each Drill Steel, 1", 2, 4, 6, 8, 10, 12, 14, 16 feet, as follows:

For the period September 16 to October 15, 1950:	$274.80
For the period October 16 to November 15, 1950:	$274.80
Total	$549.60

as particularly described in the attached invoice copies, furnished for use in highway construction under contract awarded January 6, 1950, for grading and surfacing the Scott Canyon Section on the Scott Canyon Sherman County Road, in the State of Oregon, against the bond taken from George E. Corliss and The General Casualty Company of America (Agent Edna M. Stewart, Board of Trade Building, Portland 4, Oregon) for the work of State of Oregon Contract No. 3274 (Scott Canyon, Sherman County Road Project above described).

Dated January 22, 1951.

WESTERN EQUIPMENT COMPANY, a corporation

By Ariel L. Crowley
Its Agent and Attorney

Endorsed:
File No. 3263
FILED JAN. 29, 1951
EARL T. NEWBRY, Secretary of State

INVOICE

WESTERN EQUIPMENT COMPANY
Box 1456 Phone 366
Boise, Idaho

Inv. No. 1037
Date 10/15/50
Customer's Order No.
Customer's Req'n. No.
Date Shipped
Shipped From Boise
Shipped Via
Collect Prepaid
Terms:
Salesman
Sales Order No.

SOLD TO
George E. Corliss
Box 76
Ontario, Oregon

Shipped To

Quantity	Description	Unit Price	Total
	1 Month Rental - Sept. 16 to Oct. 15, 1950:		
1	Model 105 Schramm Compressor, #154807		
1	H-111 Cleveland Rock Drill, #47HV7250		274.80
100	Ft. Air Drill Hose, 3/4"		
2	Each Drill Steel, 1", 2,4,6,8,10,12,14,16'		

Interest at Full Legal Rate Will be charged on all past due items.
No returned merchandise can be accepted for credit without prior agreement.

INVOICE

Inv. No. 1463
Date 11/15/50
Customer's Order No.
Customer's Req'n No.
Date Shipped
Shipped From
Shipped Via

Collect Prepaid

Terms:

Salesman

Sales Order No.

WESTERN EQUIPMENT COMPANY
Box 1456 Phone 366
Boise, Idaho

SOLD TO
George E. Corliss
Box 76
Ontario, Oregon

Shipped To

Quantity	Description	Unit Price	Total
	1 Month Rental 10-16-50 to 11-15-50		
1	Model 105 Schramm Compressor, Serial #154807		$74.00
1	Model R-111Cleveland Rock Drill, #47HV7250		
100	Ft. 3/4" Air Drill Hose		
2	Each 1" Drill Steel, 2-4-6-8-10-12-14-16'		
	Equipment Returned 11/15/50		

Interest at Full Legal Rate will be charged on all past due items.
No returned Merchandise can be accepted for credit without prior agreement.

RECEIVED
FEB 2 1951
FOR FILING

893(1)

3274

mrs Lewis

February 1, 1951

Hon. Earl T. Newbry
Secretary of State
Capitol

Dear Sir:

This is to acknowledge your letter of January 31 to which was attached three copies of a claim filed with your office by English and Company against George E. Corliss.

The claim, which is in the amount of $1,250.84, is for powder and blasting accessories furnished Mr. Corliss for his operations on State Highway Contract No. 3274, your file No. 3268.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD
2-1-51

1859

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

Jan. 31, 1951

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from English & Co. and filed as of this date a notice of claim for powder and blasting accessories in the sum of $1250.84 against the bond taken from George Corliss principal and General Insurance Company of America, surety for the work of the Scott Canyon County Road, Sherman County, grading and oil mat surfacing No. 3274, our file No. 3268.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

Earl T. Newbry

Secretary of State

NF:M
Enc.

NOTED ON CARD

RECEIVED
[illegible] 1951
FOR FILING

S92 (1)

3274

Mrs Lewis

February 1, 1951

General Casualty Company of America
Edna H. Stewart, Agent
Board of Trade Building
Portland, Oregon

Dear Madam:

Attached hereto is a copy of a claim which has been filed with the Secretary of State by English and Company, 1516 Taylor Street, Hood River Oregon, against George E. Corliss. The claim is in the amount of $1,250.84 for powder and blasting accessories furnished Mr. Corliss for his work on State Highway Contract No. 3274, being grading and oil mat surfacing on the Scott Canyon Section of the Scott Canyon Sherman County Road.

This information is provided as the General Casualty Company of America appears as surety on the performance bond furnished in connection with the above contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

cc - General Casualty Company of America
General Insurance Building
Seattle 5, Washington
Attention: Surety Department

Mr. George E. Corliss
Box 76
Ontario, Oregon

[illegible]

2-1-51 [illegible]

PY

ENGLISH & CO.
1516 Taylor Street

DuPont Explosives
(DuPont)
Reg.U.S.Pat.Off.
All Blasting Accessories

Telephone 5693
Hood River, Oregon

Jan. 29, 1951

Secretary of State
State of Oregon
Salem, Oregon

Dear Sir:

Notice is hereby given that the undersigned: ENGLISH AND COMPANY 1516 Taylor Street Hood River, Oregon, has a claim for powder and blasting accessories as shown on the attached invoices, in the sum of Twelve hundred fifty and 84/100 dollars $1250.84 against the bond taken from George Corliss and General Insurance Company of America, surety, for the work of the Scott Canyon County Road, Sherman County, grading and oil mat surfacing No. 3274.

ENGLISH AND COMPANY

enc.General Insurance of America
4347 Brooklyn Avenue
Seattle 5, Washington

cc Secretary of State
State of Oregon
Salem, Oregon

Endorsed:
File No. 3268
FILED JAN. 31, 1951
EARL T. NEWBRY, Secretary of State

COPY

ENGLISH & CO.
Hood River, Oregon
Phone 5693

DuPont Explosives	Distributor or (DuPont) Re.U.S.Pat.Off.	All Blasting Accessories

Sold To George Corliss
Address Rufus, Ore.
Shipped To Same
Address Same
Terms 30 Days Net

Date Dec. 1, 1950
Order No.
By Corliss
Delivered by English truck
Loc.of Work Rufus, Ore.

March 13 -	1 case spec. gel. 40%	$10.75
	25 No.6 blasting caps @ 3¢	.75
	100 ft. dn. fuse	1.50
April 4 -	12 cases spec. gel. 40% @ $21.00	126.00
	50 No.6 16 ft. E. B. caps @ $18.15	9.08
June 26 -	16 cases spec. gel. 40% @ $21.00	168.00
	100 ft. dn. fuse @ $12.05 per M	1.21
	50 No.6 blasting caps @ $20.60 per M	1.03
	50 " 16 ft. E. B. caps @ $19.65 per C	9.83
Aug. 16 -	100 No.6 10 ft. E. B. caps @ $15.15	15.15
	50 " 6 ft. " " @ $13.65	6.83
	50 " 16 ft. " " @ $19.65	9.83
	50 " blasting caps @ $20.60 per M	1.03
	100 ft. dn. fuse @ $12.05 per M	1.21
	4 cases spec. gel. 40% @ $22.00	44.00
Aug. 23 -	6 " " " " "	66.00
	50 No.6 10 ft. E. B. caps @ $15.15	7.58
Sep. 6 -	250 ft. duplex lead wire @ $31.00 per M	$ 7.75
	1 only 100 hole battery	85.00
	1 only curcuit tester	18.00
	15 cases spec. gel. 40% @ $22.00	165.00
	50 No.6 6 ft. E. B. caps @ $13.65	6.83
	50 " 10 ft. " " @ $15.15	7.58
	50 " 16 ft. " " @ $19.65	9.83
	1 only (1 lb.) spool con. wire @ $1.00	1.00
Sep. 15 -	1 " " " " " "	1.00
	1 " pr. cap crimpers @ $1.00	1.00
	50 No.6 16 ft. E. B. caps @ $19.65	9.83
Sep. 22 -	15 cases R. C. B. No.4 @ $10.00	150.00
	50 No.6 20 ft. E. B. caps @ $22.65	11.33
Sep. 25 -	24 cases R. C. B. No.4 @ $10.00	240.00
	50 No.6 20 ft. E. B. caps @ $22.65	11.33
	1,000 ft. prima cord @ $38.00	38.00
Oct. 5 -	50 No.6 10 ft. E. B. caps @ $15.15	7.58
	Total	$1,250.84

RECEIVED
FEB 2 1951
FOR FILING

S930)

3274

Mrs Lewis

February 1, 1951

Hon. Earl T. Newbry
Secretary of State
Capitol

Dear Sir:

This is to acknowledge your letter of January 30 to which was attached three copies of a claim filed with your office by Oscar Joelson against George E. Corliss.

The claim, which is in the sum of $1,853.42, is for crushed rock furnished to Mr. Corliss on State Highway Contract No. 3274, your file No. 3266.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:MD

[illegible]

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

Jan. 30, 1951

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received and filed as of this date, a notice of claim by Oscar Joelson, for furnishing crushed rock in the sum of $1,853.42, against the bond taken from George E. Corliss, principal and General Casualty Company of America, furnished on the Scott Canyon project, Oregon State Highway Commission contract No. 3274, our file No. 3266.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

Earl T. Newbry

Secretary of State

NF:M
Enc.

RECEIVED
2 1951
FOR FILING

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3274

Mrs Lewis

February 1, 1951

General Casualty Company of America
Edna M. Stewart, Agent
Board of Trade Building
Portland 4, Oregon

Dear Madam:

Attached is a copy of a claim which has been filed with the Secretary of State by Oscar Joelson against George E. Corliss. The claim, in the sum of $1,853.42 is for crushed rock furnished to Mr. Corliss on State Highway Contract 3274 for grading and surfacing the Scott Canyon Section of the Scott Canyon Sherman County Road.

This information is furnished as the General Casualty Company of America appears as surety on the bond which was furnished with the above contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

cc - General Casualty Company of America
General Insurance Building
Seattle 5, Washington
Attention: Surety Department

Mr. George E. Corliss
Box 76
Ontario, Oregon

NOTED ON CARD
2-1-51 g

OSCAR JOELSON
1743 Washington Street
Eugene, Oregon

January 29, 1951

Honorable Earl T. Newbry

Secretary of State

Salem, Oregon

Dear Sir:

Notice is hereby given that the undersigned, Oscar Joelson of Eugene, Oregon, has a claim for furnishing crushed rock in the sum of $1,853.42 against the bond taken from George E. Corliss, and General Casualty Company of America, furnished on the Scott Canyon project, Oregon State Highway Commission contract No. 3274.

Very respectfully,

OSCAR JOELSON

OSCAR JOELSON

erp

Subscribed and sworn to before me, this ________day of JanuaryA.D. 1950.

O. G. SHARP
Notary Public for Oregon

My Commission Expires: Aug. 24, 1951

cc/ Oregon State Highway Department

ENDORSED
File No. 3266
Filed Jan. 30, 1951
SECRETARY OF STATE, Earl T. Newbry

RECEIVED
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FOR FILING

FORM E-30X 25M 9-49 24088

S-43 (1)

3274

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 30, 1951

SUBJECT:

REFERRED TO Query BY SECRETARY

note on card. return to me [illegible]

NOTED F. QUERY

To: Mr. Malcolm Hawke
Auditor
OFFICE

Dear Mr. Hawke:

The State has a contract with George E. Corliss whose address is Route 3, Box 311, Bend, Oregon. The contract, I believe, is No. 3274.

The U. S. Internal Revenue Department has filed notice of claim against our contractor in a total sum of $1480.51.

There are a number of other claims against this job, but since the Government's claim is for withholding money which was paid by the State and withheld by the contractor from his employes to be paid by the contractor to the Government, it is my opinion that the Government's claim should be preferred over all other claims.

In my opinion the contractor and his bonding company are responsible for all claims including the Government's claim, but since the Government's claim represents money which the contractor took from his employes or withheld from his employes, I believe that the Government's claim is in a different category from the other claimants.

I therefore advise that pursuant to whatever routine is appropriate you make arrangements for the payment of said sum of $1480.51 to the Internal Revenue Department and remit through the office of Mr. Paul Lynch, Deputy Collector in charge of the Salem office. I have been advised by Mr. Hugh Earle, the Collector of Internal Revenue, to make payment in that manner.

I am sending a copy of this letter to Mr. Glaisyer, the Commission's Secretary, and one to Mr. Lynch. If you need further information or advice on this matter, please contact me.

J. M. DEVERS

JMD:jk
cc :H.B.Glaisyer
Paul Lynch

NOTED ON CARD

RECEIVED
[illegible] 30 1951
FOR FILING

893 (1)

3274

Mrs Lewis

January 29, 1951

General Casualty Company of America
Edna M. Stewart, Agent
Board of Trade Building
Portland 4, Oregon

Dear Madam:

We have today received a claim from Ariel L. Crowley, 2612 Brensman Street, Boise, Idaho, on behalf of Western Equipment Company, Boise, Idaho. This claim is in the sum of $549.60 for rental of a compressor, a rock drill and necessary accessories including drill steel in connection with State Highway Contract No. 3274 awarded to George E. Corliss for grading and surfacing the Scott Canyon Section of the Scott Canyon Sherman County Road.

This information is provided as the General Casualty Company of America appears as surety on the bond furnished in connection with the above contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - General Casualty Company of America
General Insurance Building
Seattle 5, Washington
Attention: Surety Dept.

Mr. George E. Corliss
Box 76
Ontario, Oregon

[illegible]

1-29-51

RECEIVED
JAN 30 1951
FOR FILING

893 (1)

3274

Mrs Lewis

January 29, 1951

Mr. Ariel L. Crowley
Attorney at Law
2612 Breneman Street
Boise, Idaho

Dear Mr. Crowley:

We have received a copy of a claim from you in behalf of Western Equipment Company, Idaho, in the sum of $549.60 for rental of a compressor and accessories thereto for the period of September 16 through November 15, 1950. This claim is against George E. Corliss on State Highway Contract No. 3274 for grading and surfacing the Scott Canyon Section of the Sherman County Scott Canyon Road.

The above contract is not yet completed, but in the event that you may wish to protect your client's claim for a period longer than six months following completion and acceptance of the job by the Highway Commission, it is suggested that the claim be filed with the Secretary of State. You are no doubt familiar with the necessary procedure, but for your convenience we have attached an excerpt from the Oregon Laws outlining the procedure.

The claim as received will be noted in our records and we will advise the surety and the contractor of its receipt.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

NOTED ON CARD

NOTICE OF CLAIM OF WESTERN EQUIPMENT COMPANY, BOISE, IDAHO:

3274

TO THE STATE OF OREGON:

NOTICE IS HEREBY GIVEN that the undersigned Western Equipment Company, a corporation, of Boise, Idaho, has a claim for rental of 1 Model 105 Schramm Compressor, #154807, 1 H-111 Cleveland Rock Drill #47HV7250; 100 feet Air Drill Hose 3/4"; and 2 each Drill Steel, 1", 2, 4, 6, 8, 10, 12, 14, 16 feet, as follows:

For the period September 16 to October 15, 1950:	$274.80
For the period October 16 to November 15, 1950:	$274.80
Total	$549.60

as particularly described in the attached invoice copies, furnished for use in highway construction under contract awarded January 6, 1950, for grading and surfacing the Scott Canyon Section on the Scott Canyon Sherman County Road, in the State of Oregon, against the bond taken from George E. Corliss and The General Casualty Company of America (Agent Edna M. Stewart, Board of Trade Building, Portland 4, Oregon) for the work of State of Oregon Contract No. 3274 (Scott Canyon, Sherman County Road Project above described).

Dated January 22, 1951.

WESTERN EQUIPMENT COMPANY, a corporation

By
Its Agent and Attorney

[illegible]

[illegible]

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JAN 30 1951
FOR FILING

893 (1)

3274

Mrs Lewis

January 29, 1951

General Casualty Company of America
Edna M. Stewart, Agent
Board of Trade Building
Portland 4, Orego

Dear Madam:

We have received a letter from The Dalles Equipment Company, Box 312, The Dalles, Oregon, in which they file a new claim in the amount of $1,243.72 against George E. Corliss State Highway Contract 3274 for grading and surfacing the Scott Canyon Section of ~~the~~ Scott Canyon Sherman County Road. They do not advise as to what items the claim covers.

On August 1, 1950, we notified you that The Dalles Equipment Company had filed a claim with your office in the amount of $981.22. From their letter we presume that the new claim supersedes the older one.

This information is furnished as the General Casualty Company of America appears as surety on the bond which was provided with Contract No. 3274.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - General Casualty Company of America
General Insurance Building
Seattle 5, Washington
Attention: Surety Department

Mr. George E. Corliss
Box 76
Ontario, Oregon

[illegible]

1-29-51 g-C

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[illegible] 30 1951
FOR FILING

293(1)

3274

Mr. Lewis

January 29, 1951

The Dalles Equipment Co.
Box 312
The Dalles, Oregon

Gentlemen:

This is to acknowledge your letter of January 26, advising that you are filing a new claim in the amount of $1,248.72 against George E. Corliss State Highway Contract 3274 for grading and surfacing the Scott Canyon Section of the Scott Canyon Sherman County Road. On July 27 we received a letter from you advising that you had a claim against Mr. Corliss in the amount of $981.22. We presume that this new claim supercedes the claim of July 27.

Contract 3274 has not yet been completed, but if you desire to protect the claim for a period longer than six months following completion of the job and acceptance by the Highway Commission, it is suggested that you file your claim with the Secretary of State. Attached is an excerpt from the Oregon Laws outlining the procedure necessary for such a filing.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

[illegible]

2-2-51 jf

PHONES: 3850 - 3001

SYMBOL OF SERVICE
INTERNATIONAL HARVESTER

THE DALLES EQUIPMENT CO.
Box 312
THE DALLES, OREGON

January 26th, 1951 3274

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

In compliance to a request from the General Casualty Co., we are herewith filing a new claim in amount $1248.72, against the Geo. E. Corliss Construction Co., Contract No.3274, for grading and surfacing the Scott Canyon Section of the Scott Canyon Sherman Co. Road.

We are mailing them, also per request, a copy of this claim.

Very truly yours,

The Dalles Equipment Co.
A O De Frate
Mgr.

AOD/MC

RECEIVED
STATE HIGHWAY COMMISSION

1-29-51

RECEIVED
JAN 30 1951
FOR FILING

Mrs Lewis

D93 (1)

3274

January 26, 1951

General Casualty Company of America
Edna M. Stewart, Agent
Board of Trade Building
Portland 4, Oregon

Dear Madam:

We have today received from D. F. McKenzie a statement in the sum of $1,838.25 to George E. Corliss for materials furnished to Mr. Corliss on State Highway Contract 3274. The claim as received bears the following notation:

> "Paid by General Insurance Co.
> Dec. 15, 1950.
> D. F. McKenzie Co.
> by /s/ Tom Sim "

We do not have a record that this claim has been filed with us previously, but the information is passed on to your company inasmuch as it appears as surety on the bond provided in connection with State Highway Contract No. 3274 awarded to George E. Corliss for grading and surfacing the Scott Canyon Section of the Sherman County Scott Canyon Road.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - General Casualty Company of America
General Insurance Building
Seattle 5, Washington
Attention: Surety Department

Mr. George E. Corliss
Box 76
Ontario, Oregon

1-26-51 Jl

RECEIVED
JAN 30 1951
FOR FILING

S93(1)

3274

Mrs-Lewis

January 26, 1951

D. F. McKenzie Company
1465 Mission Street
Salem, Oregon

Gentlemen:

This letter is to acknowledge in writing the statement left in this office today advising that your claim against George E. Corliss on State Highway Contract 3274 in the sum of $1,838.25 was paid by the General Casualty Company on Debember 15, 1950. We do not have a record that the above claim was previously filed in this office but we wish to thank you for advising us that it is paid.

We will notify the surety and Mr. Corliss that the paid statement has been received.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD

1-26-51

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

January 9, 1951

Mr. D. F. McKenzie
c/o Baker Hotel
Baker, Oregon

Dear Sir:

We are enclosing herewith an invoice which came to this office apparently by mistake as the Oregon State Highway Commission is not mentioned on the invoice.

Very truly yours,

M. H. HAWKE
Auditor

By Lowell E. Shinn
Lowell E. Shinn
Requisition Supervisor

LES:db

Enclosure

McKenzie brot this in personally
1/26/51

NOTED ON CARD
1-26-51 gl

Salem, Oregon, [illegible], 1950

Geo. Corliss

[illegible] Ore.

IN ACCOUNT WITH

D. F. McKENZIE

General Contractor

Contract 3274

Scott Canyon Job.

Phone 8056 **SALEM, OREGON** **1465 Mission Street**

17 Tons furnishing & Placing Light fuel oil @ 70.00	1190 00	
104½ hrs Truck Rental @ 6.00	627 00	
25 hrs. operators overTime @ .85	21 25	
Total		$1838 25

Paid by General Insurance Co.
Dec. 15-1950.
D. F. McKenzie Co.
by J. C. McLain

1-22-51 (

RECEIVED
FOR FILING

1-25-51

Williams

NOTICE OF CLAIM OF WESTERN EQUIPMENT COMPANY, BOISE, IDAHO:

8-93 (1)

TO THE STATE OF OREGON:

NOTICE IS HEREBY GIVEN that the undersigned Western Equipment Company, a corporation, of Boise, Idaho, has a claim for rental of 1 Model 105 Schramm Compressor, #154807, 1 H-111 Cleveland Rock Drill #47HV7250; 100 feet Air Drill Hose 3/4"; and 2 each Drill Steel, 1", 2, 4, 6, 8, 10, 12, 14, 16 feet, as follows:

For the period September 16 to October 15, 1950	$274.80
For the period October 16 to November 15, 1050:	$274.80
Total	$549.60

as particularly described in the attached invoice copies, furnished for use in highway construction under contract awarded January 6, 1950, for grading and surfacing the Scott Canyon Section on the Scott Canyon Sherman County Road, in the State of Oregon, against the bond taken from George E. Corliss and The General Casualty Company of America (Agent Edna M. Stewart, Board of Trade Building, Portland 4, Oregon) for the work of State of Oregon Contract No. 3274 (Scott Canyon, Sherman County Road Project above described).

Dated January 22, 1951.

WESTERN EQUIPMENT COMPANY, a corporation

By /s/ Ariel L. Crowley
Its Agent and Attorney

NOTED
W. C. WILLIAMS

RECEIVED
FOR FILING

S-23(1)

3274

Salem, Oregon
December 26, 1950

Re Contract No. 3274

Mr. J. M. Devers

Contract No. 3274 awarded to George E. Corliss is not yet complete.

The last estimate of work performed for the month ending November 5 shows a total amount of work performed in the amount of $68,037.05. The engineer estimates, as of November 5, that there is about $14,000.00 of work to be done.

At the present time, estimate No. 9, in the amount of $5041.40, is being held up and in addition to this a retained percentage amount in the sum of $5660.03.

The list of unpaid claims forwarded to your office on December 22 is still a valid list as no claims have been received since that date.

We do not have any information from the surety or from the claimants that any of the claims listed on December 22 have been paid.

Very truly yours,

H. B. Glaisyer, Secretary

HBG:ehr

FORM E-30 25M 9-50 42299

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 22, 1950

SUBJECT:

To: Mr. H. B. Glaisyer

I have a letter today from Mr. Spickard of the General Casualty Company of America relative to our contract No. 3274-Corliss, in which letter I am advised that the bonding company has paid certain claims against the job and is prepared to pay some other claims.

The bonding company offers to protect the Highway Commission with an additional bond if we are willing to release all of the money now earned but unpaid.

Please tell me what the status of this contract is and give me some idea as to the claims which have been filed. If the company is taking care of the claims I do not believe it needs to give us a bond, but I would like to have full information before I dispose of the matter.

Yours very truly,

J M Devers
J. M. DEVERS

JMD:jk

DIRECT
BY SECRETARY

Query

[illegible] status of payments etc

RECEIVED
[illegible] 1950
FOR FILING

S93(1)

3274

Salem, Oregon
December 22, 1950

Contract 3274

Mr. J. M. Devers
Chief Counsel
Department

Dear Mr. Devers:

As requested in your letter of December 21, there is attached a list showing unpaid claims which have been filed against this contract awarded to George E. Corliss.

We do not have any information as to whether the Government's levy against Mr. Corliss is for money earned under the contract. The only information received on this matter is that which is included in the levy previously forwarded to your office.

Very truly yours

Secretary

FAQ:md
Attach.

20M 8-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

Dec. 21, 1950

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Office

Dear Mr. Glaisyer: Re: Contract No. 3274

I understand that a notice of levy has been filed by the Internal Revenue Department with respect to money claimed due the Collector of Internal Revenue from our contractor, George E. Corliss.

May I have such information as your records show concerning unpaid claims on the job, and if you have information disclosing whether or not the Government's levy is for withholding money earned under the contract, please let me have that information.

Yours very truly,

J M Devers
J. M. DEVERS

JMD:FRC

gave of
available information

RECEIVED
DEC 15 1950
FOR FILING

893(1)

3274

Files 3274

Mrs Lewis

December 14, 1950

Hon. Earl T. Newbry
Secretary of State
Capitol

Dear Sir:

This is to acknowledge your letter of December 12 to which was attached three copies of a claim filed with your office by Armco Drainage and Metal Products, Inc., against George E. Corliss for materials furnished in the sum of $5,772.33.

This claim is against State Highway Contract No. 3274 and bears your file No. 3249.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

[illegible]

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

Dec. 12, 1950

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Armco Drainage & Metal Products, Inc. and filed as of this date, a notice of claim for galvanized corrugated copper bearing steel pipe in the sum of $5772.33 against the bond taken from George F. Corliss, Principal and General Casualty Company of America, Surety, for the work of Scott Canyon County Road, Sherman County, Contract No. 3074, our file No. 3249.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

Earl T Newbry
Secretary of State

VF:M
Enc.

[illegible]
OREGON
STATE HIGHWAY COMMISSION

12-14-50

RECEIVED
DEC 15 1950
FOR FILING

Mrs. Lewis

December 14, 1950

General Casualty Company of America
Board of Trade Building
Portland 4, Oregon

Attention: Edna M. Stewart

Gentlemen and Madam:

Attached is a copy of a claim which has been filed with the Secretary of State by Armco Drainage and Metal Products, Inc., 2321 S. E. Gladstone Street, Portland 2, against George E. Corliss. This claim is in the sum of $5,772.33 for steel pipe furnished the contractor in connection with his operations on State Highway Contract No. 3274 for grading and surfacing the Scott Canyon Section of the Scott Canyon Sherman County Road.

This information is furnished as the General Casualty Company of America appears as surety on the bond furnished in connection with the above contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

cc - General Casualty Company of America
General Insurance Building
Seattle 5, Washington
Attn: Surety Department

Mr. Geo. E. Corliss
Box 76
Ontario, Oregon

NOTED ON CARD
[illegible]

ARMCO DRAINAGE & METAL PRODUCTS, INC.
North Pacific Division
2321 S. E. GLADSTONE STREET PORTLAND 2, OREGON
ARMCO

December 11, [illegible]

To: Secretary of State
State of Oregon
Salem, Oregon

Notice is hereby given that the undersigned ARMCO DRAINAGE & METAL PRODUCTS, INC. has a claim for galvanized corrugated copper bearing steel pipe as listed on invoices 9017, 9066, 9067 and [illegible] which are attached hereto and made a part hereof in the sum of FIVE THOUSAND SEVEN HUNDRED SEVENTY-TWO and 33/100 DOLLARS ($5772.33) against the bond taken from GEORGE I. CORLI[illegible], Principal, and GENERAL CASUALTY COMPANY OF AMERICA, Surety, for the work of [illegible] County Road, [illegible] County, Contract No. 3274.

ARMCO DRAINAGE & METAL PRODUCTS, INC.
D. L. DARNELL

Assistant Treasurer
North Pacific Division

D. L. Darnell;ihs

cc; General Casualty Company of America
Seattle 5, Washington

George I. Corli[illegible]
P. O. Box 76
Ontario, Oregon

ENDORSED:
File No. 3249
Filed, December 16, [illegible]
Earl T. Newbry, Secretary of State

ARMCO DRAINAGE & METAL PRODUCTS, INC.
NORTH PACIFIC DIVISION
2321 S.E.GLADSTONE ST. PORTLAND 2, OREGON

ARMCO

Buyer's Order No. Letter	Buyer's Date 1-[illegible]-50	Promised	Our Date 1-23-50	Order No. 5115	Invoice No. [illegible]017

SOLD TO George [illegible]. Corli[illegible]
Ontario, Oregon

Ship To Same, Scott Canyon Section

Destination:
Scott Canyon County Road
Sherman County

Invoice Date
2/[illegible]/50

Shipment Date
2/[illegible]/50

How Shipped
Prepaid

Car Initial & No.

Route Our Truck	Ship From Portland Metal Plant	Salesman Powers
F.O.B. Job	Terms [illegible] - 1/2 - 10	Market 138-140

Interest at 6 o/o per annum
Past Due Accounts Bear

9-2

Ordered Quantity	Description			Unit Price	Quantity to Ord.	Shipped	Amount
	Galv. Corr. [illegible] Steel Riveted Pipe - [illegible] Diked	Station					
1	[illegible]" [illegible] [illegible]' (2-16' 1-14')	[illegible]+50					
1	[illegible]" [illegible] [illegible]' (2-20' 1-22')	71+[illegible]					
1	12" 16 58' (2-20' 1-18')	[illegible]+50					
1	[illegible]" [illegible] 46' (2-1[illegible]' [illegible])	[illegible]+50	212'	2.23		212'	472.76
5	[illegible]" [illegible] [illegible]c Bands		5	3.38		5	16.90
[illegible]	[illegible]" 14 20' ([illegible])	30+50					
2	[illegible]" 12 [illegible]' ([illegible])	146+[illegible]	76'	3.43		76'	260.68
2	[illegible]" 16 5c Bands		2	4.18		2	8.36
1	[illegible]" 14 [illegible]' ([illegible].)	129+50	18'	4.37		[illegible]'	78.66
1	[illegible]" [illegible] [illegible] Band		1	5.19		1	5.19
1	[illegible]" [illegible] ends bevelled 1-1/2 to 1-[illegible] [illegible] [illegible] [illegible], [illegible], ([illegible])	14+[illegible]	[illegible]'	[illegible]		[illegible]'	1599.00
[illegible]	[illegible]" 1[illegible] [illegible]c Bands		[illegible]	[illegible].17		[illegible]	[illegible].51
	[illegible]						
[illegible]	- [illegible]" [illegible]		[illegible]	[illegible]			10.14
	[illegible], Installation.						
							25[illegible].30

COPY

ARMCO DRAINAGE & METAL PRODUCTS, Inc.
NORTH PACIFIC DIVISION
[illegible]1 S.E. [illegible] PORTLAND 2, OREGON

[illegible]

Buyer's Order No.	[illegible]	[illegible]	Our Date	Order No.	Invoice No.
	[illegible]		[illegible]-27-50	5154	[illegible]06

Invoice Date [illegible]/50

Shipment Date [illegible]/50

How Shipped Prepaid

Car Initial & No.

Sold To George [illegible]
Ontario, Oregon

Ship To Same, Scott Canyon Section

Destination:
Scott Canyon County Road [illegible]

Route Our Truck	Ship From Portland [illegible]	[illegible]
F.O.B. Job	Terms 1/2% 10, [illegible]	[illegible] – 1-[illegible]

Interest at 6% per annum Past Due Accounts [illegible]

[illegible]-2

Ordered Quantity	Description [illegible]	Unit Price	Quantity Bk. Ord.	Shipped	Amount
	Galv. Corr. [illegible]				
	Station				
1	12" [illegible] (1[illegible]) [illegible]				
1	12" [illegible] (1[illegible]) [illegible] 75	[illegible]	1.[illegible]	[illegible]'	91.30
2	12" [illegible] Bands	[illegible]	[illegible]	2	4.00
1	1[illegible]" 1[illegible] [illegible]' ([illegible]') [illegible]				
1	1[illegible]" 1[illegible] [illegible]' ([illegible]') [illegible]	1[illegible]0'	[illegible]	1[illegible]6	347.[illegible]
[illegible]	18" 16 [illegible] Bands	[illegible]	[illegible]	[illegible]	[illegible]
1	24" 14 1[illegible]' (cut.) [illegible]	18'	[illegible]	[illegible]'	[illegible]1.74
1	24" 1[illegible] [illegible]	[illegible]	[illegible]	1	4.18
1	[illegible]				
4	[illegible]	[illegible]	[illegible]	[illegible]'	[illegible]
					[illegible]
	[illegible]				[illegible]

[illegible]

[illegible]

COPY

ARMCO [illegible] & METAL PRODUCTS, INC.
NORTH PACIFIC DIVISION
[illegible] S.E. [illegible] ST. PORTLAND 2, OREGON

ARMCO

Buyer's Order No. Letter	Buyer's Date [illegible]-3-50	Required	Our Date [illegible]-27-50	Order No. 52[illegible]	Invoice No. [illegible]

Invoice Date [illegible]
Shipment Date [illegible]
How Shipped Prepaid
Car Initial & No.
Interest at [illegible] Past Due Accounts [illegible]

SOLD TO [illegible]
[illegible]
[illegible], Oregon

SHIP TO [illegible], c/o Scott [illegible]
Scott [illegible]

Destination: [illegible]

Route [illegible]	Ship From [illegible]	Salesman [illegible]
F.O.B. [illegible]	Terms 1/[illegible]	Checked [illegible]

[illegible]

Ordered Quantity	Description	Unit Price	Quantity Bk.Ord.	Shipped	Amount
	[illegible] Pipe [illegible]				
[illegible]	[illegible]	[illegible]	[illegible]		[illegible]
[illegible]	[illegible]		[illegible]		[illegible]
					[illegible]

[illegible]
[illegible] this [illegible]

"[illegible] Inspection"

[illegible], [illegible]
[illegible], [illegible] Contract [illegible]

ARMCO [illegible], INC.
[illegible]
[illegible] S.E. [illegible]

ARMCO

Buyer's Order No.	Buyer's Date	Promised	Our Date	Order No.	Invoice No.
Letter	5-31-50		5-31-50	[illegible]667	[illegible]52

Invoice Date 7/12/50
Shipment Date [illegible]/21/50
How Shipped Prepaid
Car Initial & No.

SOLD TO Geo. [illegible]
[illegible]
Ontario, Oregon

SHIP TO [illegible]

Destination:
[illegible] [illegible]

Route [illegible] [illegible] [illegible]

F.O.B. [illegible]
Terms [illegible]

Past Due Accounts Bear Interest at 6% Per Annum

Item No.	Ordered Quantity	Description	Unit Price	Remaining to Ord.	Shipped	Amount
		[illegible]				
1		12" [illegible] [illegible]	[illegible]		[illegible]'	40.14
2		[illegible]" [illegible] ([illegible]) [illegible]	[illegible].37		36'	157.32
[illegible]		[illegible]" [illegible] ([illegible]) [illegible]	[illegible]		[illegible]'	[illegible]
[illegible]		[illegible] 1			1	[illegible]
[illegible]		[illegible] 5	5.[illegible]		5	[illegible].95
		[illegible]				41[illegible]

[illegible]

[illegible]

FORM 5-125K 25M 5-50

RECEIVED
FOR FILING

7-7a(1)

3274

NOTED
H. B. GLAISYER

12/19/50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

December 12, 1950

General Casualty Company of America
Seattle 5, Washington

Attention: Mr. Donald E. Spickard

Re: Oregon State Highway Commission Contract No. 3274
Grading and Oil Mat Surfacing,
Scott Canyon County Road,
Sherman County, Oregon
Your Bond 172194, Your File
2-87819, George E. Corliss,
Principal

Gentlemen:

This will acknowledge receipt of your letter of December 5, 1950, regarding payment of certain of the claims set forth in our letter of November 29, 1950. Upon commencing to prepare a copy of the claim filed by Carman & Harris, to which I referred in my letter of November 29, 1950, I find that the information received by this office was in error in that this claim was not made with respect to George E. Corliss, but was made in connection with work being performed by another contractor.

Mr. Devers, Chief Counsel for the Highway Commission, is presently out of the state and will not return for probably one week; however, upon his return I shall bring this matter to his attention. In similar instances in the past Mr. Devers has taken the position that if money held by the State and owing to the contractor is necessary and required to pay outstanding bills of laborers and materialmen who have furnished labor or materials for accomplishment of the contract, that the Commission should release such withheld sums to the extent that they are required to pay these claims. However, when the Collector of Internal Revenue has served upon the Commission a levy and warrant of distraint, and before releasing monies owing to the contractor, it has been the policy that the contractor's surety give the State a bond indemnifying the State, the Highway Commission and its members and officers, against all liability with respect to the Federal Government's claim.

We will appreciate your keeping us advised of the progress of payment of these claims and we will be glad to cooperate with you in any way practical, provided the State is properly protected.

Yours very truly,

J. M. DEVERS

By

C. W. ENFIELD
Assistant Counsel

CWE:avh
cc - H. B. Glaisyer ✓
M. H. Hawke

S.A.

RECEIVED
DEC 1 1950
FOR FILING

893(1)

3274

3274

Mrs Lewis

Salem, Oregon
November 30, 1950

State Highway Contract No. 3274
George E. Corliss

Mr. M. H. Hawke
Auditor
Department

Dear Mr. Hawke:

In confirmation of our telephone conversation please withhold all funds on the above contract until further advised.

This is in connection with Mr. Enfield's letter of November 29, a carbon copy of which was addressed to your office.

Very truly yours

Secretary

FAQ:md

25M 5-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

November 29, 1950

with Hawke & traced up payment
Phoned 11AM 11-30-50, ZQ.

Mr. George E. Corliss
Box 76
Ontario, Oregon

General Casualty Company of America
General Insurance Building
Seattle 5, Washington

Attention: Mr. George A. Atkinson

Re: Oregon State Highway
Commission Contract
No. 3274

Grading and Oil Mat
Surfacing

Scott Canyon County Road

Sherman County

Gentlemen:

On November 27, 1950, service was made for United States of America, Collector of Internal Revenue, upon the Secretary of the State Highway Commission of levies and warrants for distraint in the amount of $367.77 for federal insurance contributions, and $1,089.90 for federal withholding tax, which levies and warrants for distraint extend to all sums of money owing from the State of Oregon, by and through its State Highway Commission, to George E. Corliss.

I am also advised that there has been filed in the office of the Secretary of the State Highway Commission claims of creditors for payment of monies due for materials secured by Mr. Corliss in connection with the above-reference contract, as follows:

Query—
Follow through
on #1 on card.

Carman and Harris	$ 622.34
Empire Machinery Co.	6,276.66
Western Equipment Co.	1,731.90
The Dalles Equipment Co.	981.22
The Union Oil Co.	2,500.00
	$12,112.12

We will appreciate being advised as to the present status of payment of all of the above claims, including that of the Collector of Internal Revenue, and pending receipt of such information we are withholding payment of monies due you under the above contract.

Yours very truly,

J. M. DEVERS
By
C. W. [illegible]
Assistant Counsel

Cws:avh
cc - H. B. Glaisyer
M. H. Hawke

RECEIVED [illegible] 1950
FOR FILING

873(1)

3274

files

Unpaid

LIST OF CLAIMS FILED AGAINST CONTRACT NO. 3274, GEO. E. CORLISS

7-27-50	The Dalles Equipment Co.	Truck & Tractor Parts	$ 981.22
7-31-50	Empire Machinery Co.	Machine Rentals	6276.66
8-29-50	Union Oil Co.of California	Products Purchased	2500.00
10-30-50	Western Equipment Co.	Equipment Rental	1731.90
11-18-50	Senter Tool Service	Material and Labor	(no amount specified)
11-27-50	U.S. Bureau of Internal Revenue	Federal Insurance	367.77
11-27-50	U.S. Bureau of I. R.	Withholding Tax	1082.90
12- 12-50	Armco Drainage & Metal Products, Inc.	Materials Furnished	5772.33

Unpaid

LIST OF CLAIMS FILED AGAINST CONTRACT NO. 3274, GEO. E. CORLISS

7-27-50	The Dalles Equipment Co.	Truck & Tractor Parts	$ 981.22
7-31-50	Empire Machinery Co.	Machine Rentals	6276.66
8-29-50	Union Oil Co.of California	Products Purchased	2500.00
10-30-50	Western Equipment Co.	Equipment Rental	1731.90
11-18-50	Senter Tool Service	Material and Labor (no amount specified)	
11-27-50	U.S. Bureau of Internal Revenue	Federal Insurance	367.77
11-27-50	U.S. Bureau of I. R.	Withholding Tax	1082.90
12- 12-50	Armco Drainage & Metal Products, Inc.	Materials Furnished	5772.33

RECEIVED
DEC 4 1950
FOR FILING

3274

8-93(1)
3274

Salem, Oregon
November 28, 1950

Mr. J. M. Devers
Chief Counsel
Department

Query Mr Kennis:
note on card.
HWS

Dear Mr. Devers:

Attached are two levies and two warrants of distraint filed with this office by Paul Lynch of the United States Bureau of Internal Revenue at 4:40 p.m., November 27, 1950. One of these levies and warrants is in the amount of $367.77 for federal insurance contributions; the other levy and warrant is in the sum of $1,082.90 for unpaid withholding tax. Both levies are filed against George E. Corliss who, at the present time, is working on Contract No. 3274 for grading and surfacing the Scott Canyon Section of the Scott Canyon Sherman County Road. This contract is not yet completed and as of the last estimate, No. 9, dated November 5, 1950, the State was withholding $5,660.03.

Mr. Corliss has no other contract on which any funds are unpaid.

At the present time there is in effect an assignment to the surety for all monies due or to become due on Contract 3274. Please advise if the attached levies in any way affect the status of this assignment.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.
cc - M. H. Hawke

Mr Hawke:- please hold up further payments until advised OK to release.
HWS

RECEIVED
NOV 22 1950
FOR FILING

8730

3274

November 22, 1950

Armco Drainage & Metal Products, Inc.
2321 S. E. Gladstone Street
Portland 2, Oregon

Attention: Mr. D. L. Darneal
Credit Manager

Gentlemen:

We have your letter of November 20 requesting certain information on State Highway Contract No. 3274 awarded to George E. Corliss.

This contract is listed in our records as State Highway Contract No. 3274 for grading and surfacing the Scott Canyon Section of the Scott Canyon Sherman County Road. The General Casualty Company of America provided the performance bond for this contract and their agent in this instance is Edna M. Stewart, Board of Trade Building, Portland 4. The contract at this date has not been completed.

Vety truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md 11/21

ARMCO DRAINAGE & METAL PRODUCTS, INC.
NORTH PACIFIC DIVISION
2321 S. E. GLADSTONE STREET ARMCO PORTLAND 2, OREGON

Nov. 20, 1950

Mr. F. H. Probert,
Office Engineer
State Highway Department
Salem, Oregon

Dear Mr. Probert:

On the Scott Canyon Section-Scott Canyon county road, Contract No. 3274, may we have the name of the company furnishing the bond on this job and the date when George E. Corliss completed the work. A pencil note on the bottom of this letter will be fine. Addressed envelope is enclosed for your convenience.

Very truly yours,

ARMCO DRAINAGE & METAL PRODUCTS, INC.

D L Darneal
North Pacific Division

D. L. Darneal:ar
Credit Mgr.

RECEIVED
NOV 27 1950
FOR FILING

8-92 (1)

3274

Mrs Evans

November 22, 1950

Senter Tool Service
1240 S. E. Ninth Avenue
Portland 14, Oregon

Attention: Mr. P. T. Senter

Gentlemen:

This is to acknowledge your letter of November 18 in which you request information concerning a contract held by George Corliss on Highway No. 30 near Rufus, Oregon.

Mr. Corliss was awarded State Highway Contract No. 3274 for grading and surfacing the Scott Canyon Section of the Scott Canyon Sherman County Road. General Casualty Company of America furnished the bond for this contract and their agent in this instance is Edna M. Stewart, Board of Trade Building, Portland 4. This contract has not yet been completed, but if you wish to protect your claim for a period longer than six months following completion and acceptance of the contract it is suggested that you file your claim with the Secretary of State. There is attached an excerpt from the Oregon Laws outlining the procedure necessary for such a filing.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md 11/21
Attach.

NOTED ON CARD
11-22-50

EAst 0880

JOE VANDERMEER
EMpire 7670

SENTER
TOOLS

SENTER TOOL SERVICE

DRILL STEEL made and reconditioned
All types PAVEMENT BREAKERS, PLUMBING TOOLS, HAND and
PNEUMATIC TOOLS made and reconditioned
ROCK BITS HOT-MILLED

1240 S. E. 9th Avenue PHONE EAst 4672
PORTLAND 14, OREGON

November 18, 1950

3274

Oregon State Highway Dept.,
Salem, Oregon.

Gentlemen:

Would like some information on a construction job being done by George Corliss on Highway #30 near Rufus, Ore. Would like to get the contract number as well as the name of the bonding company, so we can file a claim with them and the highway department for material and labor furnished on this job.

Thanking you for this information, I am

Yours truly,

SENTER TOOL SERVICE,

P. T. Senter

STA

11-21-50

Miss Lewis

November 22, 1950

General Casualty Company of America
Board of Trade Building
Portland 4, Oregon

Attention: Edna M. Stewart

Gentlemen and Madam:

We have received a letter dated November 18 from Senter Tool Service, 1240 S. E. Ninth Avenue, Portland 14, advising that they have a claim against Mr. Corliss for material and labor furnished. No amount is given. From the description provided in their letter it appears that their claim is in connection with State Highway Contract No. 3274 awarded to George E. Corliss for grading and surfacing the Scott Canyon Section of the Scott Canyon Sherman County Road.

This information is provided as the General Casualty Company of America Appears as surety on the bond furnished in connection with the above contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md 11/21

cc - General Casualty Company of America
General Insurance Building
Seattle 5, Washington
Attn.: Surety Department

Mr. George E. Corliss
Box 76
Ontario, Oregon

NOTED ON CARD
11-22-50 gl

IVED
NOV 27 1950
FOR FILING

Joe Vandemeer
Empire 7670

COPY FOR MR. [illegible]
H. B. Glaisyer, Secretary

SENTER TOOL SERVICE

1240 S. E. 9th Avenue Phone EAst 4672
PORTLAND 14, OREGON

November 18, 1950

Oregon State Highway Dept.,
Salem, Oregon.

Gentlemen:

Would like some information on a construction job being done by George Corliss on Highway #30 near Rufus, Ore. Would like to get the contract number as well as the name of the bonding company, so we can file a claim with them and the highway department for material and labor furnished on this job.

Thanking you for this information, I am

Yours truly,
SENTER TOOL SERVICE,
/s/ F. T. Senter

COPY

RECEIVED
NOV 3 - 1950
FOR FILING

272 (1)

3274

Mas Lewis

November 2, 1950

General Casualty Company of America
Board of Trade Building
Portland 4, Oregon

Attention: Edna M. Stewart

Gentlemen and Madam:

Attached is a copy of a claim filed with the Secretary of State by Western Equipment Company against George E. Corliss. This claim in the amount of $1,731.90 is for equipment rental and materials furnished the contractor in connection with his operations on State Highway Contract 3274 for grading and surfacing the Scott Canyon Section of the Scott Canyon Sherman County Road.

This information is provided as the General Casualty Company of America appears as surety on the bond furnished in connection with the above contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md 11/1
Attach.

cc - General Casualty Company of America
General Insurance Building
Seattle 5, Washington
Attn: Surety Department

Mr. George E. Corliss
Box 76
Ontario, Oregon

NOTED ON CARD
11-2-50

[illegible] COMPANY, [illegible], IDAHO

[illegible]:

[illegible] that the undersigned Western [illegible] Company, a corporation, of Boise, Idaho, has a claim for rental of 1 Model 105 [illegible] Compressor, and 1 Model [illegible]-111 Cleveland Drill, and 100 feet of 3/4" air hose, and drill steel, as particularly described in the attached invoice [illegible], furnished for [illegible] highway construction under contract awarded January 6, 19[illegible] for grading and surfacing the Scott [illegible] Section of the Scott [illegible] County Road, in the State of Oregon, in the sum of $[illegible], against the bond [illegible] Carlisle and The [illegible] (c/o Wm. B. Stewart, Board of Trade Building, Portland, Oregon) for the [illegible] contract No. [illegible] (Scott [illegible], [illegible]).

Dated October [illegible], [illegible].

[illegible] COMPANY, a
corporation

By J. [illegible]
[illegible]
[illegible]

[illegible]
File No. [illegible]
Filed October [illegible], [illegible]
[illegible] T. [illegible], [illegible]

[illegible] - COPY

[illegible] NO. 11775

[illegible] 15, [illegible] B 14979

[illegible]
P. O. Box 1456 Phone 366
4009 [illegible]
Boise, Idaho

George L. [illegible]
SOLD [illegible]
TO Ontario, Oregon

Terms: Net 10th

50	[illegible]	[illegible]	26.40
50	[illegible]	.544	27.20
50	[illegible]	.59	29.50
			[illegible].10

COPY

INVOICE - COPY

DATE INVOICE NO. 12240

April 12, 1950 B 14871

WESTERN EQUIPMENT [illegible]
P. O. BOX 1456 Phone 366
4400 Fairview Avenue
Boise, Idaho

George [illegible]
SOLD Box 76
TO Ontario, Oregon

Terms: Net 10th

---

1 Month [illegible] April 15, 1950 on:

1	Model 101 [illegible] Compressor #154907	)	162.00	
1	Model B-111 Cleveland Drill, #47HV7250	)	40.00	
100	3/4" Hose (Air), Coupled	)	13.20	
2	Each Drill Steel 1",--2,4,6,8,10,12,14,16'	)	59.60	274.80

[illegible] - [illegible]

[illegible] [illegible]ION N. 13017

[illegible] 16, [illegible] [illegible] 14970

[illegible] EQUIPMENT COMPANY
P. O. BOX 1456 Phone [illegible]
4009 Fairview Avenue
Boise, Idaho

Mr. George [illegible]
SOLD P. O. Box 76
TO Ontario, Oregon

[illegible]: [illegible]

---

1 month rental [illegible] 16 [illegible] 16, [illegible] on:

1	Model 105 [illegible] [illegible]	)
1	Model [illegible]-111 [illegible] Drill [illegible]	)
100	Feet 3/4" Air Hose	) 274.30
2	each 1" Drill Steel [illegible],4,6,8,10,12,14,[illegible]	)

COPY

[illegible]

[illegible] INVOICE NO. 13331

[illegible], 195[illegible] [illegible] 14[illegible]69

[illegible] EQUIPMENT COMPANY
P. O. Box 1456 [illegible]
[illegible] Fairview Avenue
Boise, Idaho

SOLD George D. [illegible]
TO Box 76
Ontario, Oregon

Terms Net 10th

---

1 [illegible]:

1 Model 105 [illegible] 15[illegible]7)
1 Model H-111 [illegible] 47[illegible])
)
100 Feet Air Hose, 3/4", [illegible]) 274.90
[illegible] Drill Steel 1",-2,4,6,8,10,12,14,16')

COPY

[illegible] - COPY

[illegible] NO. 1[illegible]07

[illegible] 15, [illegible] 1/[illegible]

[illegible]
P. O. BOX 1456 Phone 3[illegible]
[illegible] Avenue
[illegible], Id[illegible]

George [illegible]. [illegible]
SOLD Box 76
TO Ontario, [illegible]

Terms: [illegible]

---

1 [illegible]--July [illegible] to July 1[illegible], 195[illegible]:

1 [illegible] 15[illegible]7)
1 [illegible]-111 Cleveland Drill [illegible])
100 Feet 3/4" Air Hose)
[illegible] [illegible] drill steel 1",[illegible],[illegible],[illegible],[illegible],10,12,1[illegible],[illegible]') [illegible]74.[illegible]0

CUBA

COPY

[illegible] - COPY

INVOICE NO. 0031

[illegible] 15, [illegible] 1/267

[illegible]
[illegible] 3[illegible]
[illegible]
[illegible], [illegible]

George E. [illegible]
SOLD Box 76
TO Ontario, Oregon

Terms: [illegible]

[illegible]:

1 [illegible])
1 [illegible])
100 Feet 3/4" [illegible])
2 [illegible] drill steel 1", [illegible]) [illegible]74.00

[illegible] . 0759

[illegible]

[illegible]
. [illegible] 1/56 [illegible]
[illegible] Avenue
[illegible], Idaho

[illegible] George [illegible]
TO [illegible]
[illegible], Oregon

Terms: [illegible]

---

1 [illegible]

[illegible]

C052

Telephone 4052-W

ARIEL L. CROWLEY
ATTORNEY AT LAW
BOISE, IDAHO

2612 Breneman Street

October 27, 1950

Secretary of State
State of Oregon
Salem, Oregon

COPY

Re: George E. Corliss, Contract No. 3274
Claim of Western Equipment Company, Boise, Idaho

Dear Sir:

There is transmitted to you herewith claim of Western Equipment Company under Chapter 44, Article 1 (Contractors Bonds).

Kindly file this notice in conformity with the law. I am not informed as to a filing fee. If there is a filing fee required, will you kindly advise me at once in order that I may remit to cover the same.

A copy of this notice is being forwarded in this mail to the State Highway Commission and also to the agent for the surety company.

Respectfully yours

ARIEL L. CROWLEY

ARIEL L. CROWLEY
Attorney for Western Equipment Co.

alc-c
cc: State Highway Commission, Salem
Edna M. Stewart, Agent for Gen. Cas. Co. of Am.
Board of Trade Bldg., Portland, Ore.

RECEIVED
STATE HIGHWAY COMMISSION

NOTICE OF CLAIM OF WESTERN EQUIPMENT COMPANY BOISE, IDAHO

COPY

TO THE STATE OF OREGON:

NOTICE IS HEREBY GIVEN that the undersigned Western Equipment Company, a corporation, of Boise, Idaho, has a claim for rental of 1 Model 105 Schramm Compressor, and 1 Model H-111 Cleveland Drill, and 100 feet of 3/4" air hose, and drill steel, as particularly described in the attached invoice copies, furnished for use in highway construction under contract awarded January 6, 1950 for grading and surfacing the Scott Canyon Section on the Scott Canyon Sherman County Road, in the State of Oregon, in the sum of $1731.90, against the bond taken from George E. Corliss and The General Casualty Company of America (Agent Edna M. Stewart, Board of Trade Building, Portland 4, Oregon) for the work of State of Oregon Contract No. 3274 (Scott Canyon, Sherman County Road project above described).

Dated October 27, 1950.

WESTERN EQUIPMENT COMPANY, a
corporation

By J. H. Patterson
J. H. Patterson
Secretary

RECEIVED
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FOR FILING

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mo Lews

November 2, 1950

Hon. Earl T. Newbry
Secretary of State
Capitol

Dear Sir:

This is to acknowledge your letter of October 30 to which was attached three copies of a claim filed with your office by Western Equipment Company against George E. Corliss. This claim is in the sum of $1,731.90 for equipment rental and materials furnished the contractor in connection with his operations on State Highway Contract No. 3274 for work on the Scott Canyon Section of the Scott Canyon Sherman County Road.

This claim bears your file No. 3237.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md 11/1

NOTED ON CARD
11-3-50

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

October 30, 1950

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Ariel L. Crowley, attorney, Boise, Idaho, and filed as of this date a notice of claim by Western Equipment Company, for equipment rental, furnished in the sum of $1731.90 against the bond taken from George E. Corliss, Principal and the General Casualty Company of America, surety, Edna M. Stewart Agent for the work on the Scott Canyon, Sherman County Road project, State of Oregon Contract No. 3274, our file No. 3237.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

Earl T. Newbry

Secretary of State

MF:M
Enc.

RECEIVED
NOV 2 - 1950
FOR FILING

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3274

October 25, 1950

Mr. Ariel L. Crowley
Attorney at Law
2612 Breneman Street
Boise, Idaho

Dear Mr. Crowley:

This is to acknowledge your letter of October 21 concerning claim that Western Equipment Company has against Mr. Geo. E. Corliss in a total amount of $2,358.89. Mr. Corliss has been awarded three contracts by the State Highway Commission, one on September 4, 1947, for grading and topping the Anderson Valley and Swamp Creek Sections of the Diamond Valley Secondary Highway in Harney County. This contract was completed on July 15 and accepted by the Commission on August 9, 1948. Another contract for topsoiling and seeding on the Milton-Washington State Line Section of the Oregon-Washington Highway in Umatilla County was awarded to him on September 14, 1948, completed November 9 and accepted by the Commission on December 20, 1948. The last contract to him was awarded on January 6, 1950, for grading and surfacing the Scott Canyon Section on the Scott Canyon Sherman County Road. This contract to date has not been completed.

Each contractor with the State Highway Commission is required to furnish a full coverage performance bond with each contract awarded to him. This bond not only insures satisfactory completion of the work but is also held to cover payment of all labor and material bills incurred in connection with the contract.

In is noted in your letter that there are a number of purchases recorded in mid-1949 during which time Mr. Corliss had no contracts underway with the State Highway Commission. The purchases listed in 1950 may have been used in connection with State Highway Contract 3274 awarded to Mr. Corliss on January 6 for work on the Scott Canyon Road which is more completely described above.

Each claim against a contract is noted in our records and we advise the surety and the contractor of its receipt.

The General Casualty Company of America furnished the performance bond provided in connection with Contract 3274 and their agent in this instance is Edna M. Stewart, Board of Trade Building, Portland 4.

If it can be determined that your client's claim applies to Contract 3274 it is suggested that the claim be filed with the Secretary of State if it is desired to protect the claim for a period longer than six months following completion of the job and acceptance by the Commission. On the other two jobs awarded Mr. Corliss, State Highway Contracts No. 2941 and 3069, final payments were mailed on December 27, 1948, and January 13, 1949, respectively; so in both instances the six months' period has expired.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

noted
FR

Telephone 4052-W

Telephone 4052-W

ARIEL L. CROWLEY
ATTORNEY AT LAW
BOISE, IDAHO

2612 Breneman Street

October 21, 1950

~~2991~~
~~3069~~
3274

State of Oregon
Highway Department
Salem, Oregon

Re: George Corliss, Rufus, Oregon

Gentlemen:

The Western Equipment Company, of Boise, Idaho, has been earnestly endeavoring to get Mr. George Corliss, who holds a highway construction contract through your office, to pay his bill for the items which are set forth in the attached copies of invoices, and have been unable to procure any action on his part. I am therefore requested by the company to take such steps as may be requisite to protect them as it is assumed that Mr. Corliss is under bond for the payment of his highway construction accounts involved in his present job.

A demand registered to him on September 21, 1950, was delivered and signed for by him personally, but has prodecued no results. The following is a statement of the condition of his account.

PURCHASES	INVOICE NO.		AMOUNT	
1949				
April 13	10241		3.10	
April 13	10266		850.00	
April 26	10434		84.29	
May 10	10616		32.65	
June 13	11026		56.10	
July 21	11590		.45	
July 27	11689		.40	
1950				
March 15	11775		83.10)	
April 12	12240		274.80	
May 15	13017		274. 80	
June 16	13331		274. 80	Rental on Schramm Model 105
July 15	14207		274. 80	
August 15	31		274. 80	
September 15	759		274. 80	
Total			$2758.89	
Payments: Oct. 8, 1949		$100.00		
May 10, 1950		300.00	400.00	
Total now past due			$2358.89	

BY SECRETARY

prepare common letter

I am not personally familiar with the established procedure through your office to subject funds to lien or to require reference to the bonding company, but assume that it is within your province to protect the suppliers out of funds for the job, before acceptance and payment to the contractor. If there is a special procedure to be taken on my part for my client, kindly inform me as to the steps required by you.

Your courtesy and attention will be greatly appreciated.

Yours very truly

ARIEL L. CROWLEY
Attorney for Western Equipment Co.

alc-c

RECEIVED
OCT 25 1950
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 8 - 1950
FOR FILING

S-93 (1)

3274

Mrs Lewis

October 25, 1950

General Casualty Company of America
Board of Trade Building
Portland 4, Oregon

Attention: Edna M. Stewart

Gentlemen and Madam:

We have received a letter dated October 21 from Ariel L. Crowley, Attorney, 2612 Breneman Street, Boise, Idaho, advising that Mr. Geo. Corliss owes the Western Equipment Company of Boise Idaho a sum of $2,358.89 for parts and equipment rental incurred between April 13, 1949, and September 15, 1950. No reference is made in Mr. Crowley's letter concerning jobs or locations on which the claim was incurred; however, from the dates provided it appears that a part of the claim may be in connection with Mr. Corliss' operations on State Highway Contract 3274 which was awarded to him on January 6, 1950, for grading and surfacing the Scott Canyon Section on the Scott Canyon Sherman County Road. We are attaching hereto copies of various invoices as submitted to us.

This information is provided as the General Casualty Company of America appears as surety on the bond executed in connection with State Highway Contract 3274.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

cc - General Casualty Company of America
General Insurance Building
Seattle 5, Washington
Attn: Surety Department

Mr. Geo. E. Corliss
Box 76
Ontario, Oregon

RECEIVED
13 1950
FOR FILING

293 (1)

3274

3274

Mrs Lewis

September 7, 1950

Hon. Earl T. Newbry
Secretary of State
Capitol

Dear Sir:

We acknowledge with thanks your letter of September 5 to which was attached three copies of a claim filed with your office by the Empire Machinery Company against George E. Corliss. This claim is in the amount of $6,276.66 for equipment rental, parts and labor furnished the contractor in connection with his operations on State Highway Contract 3274.

This claim bears your file No. 3224.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD
9-7-50 gf

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

Sept. 5, 1950

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Empire Machinery Co. and filed as of this date a notice of claim by Empire Machinery Co, for equipment rental, repair parts and labor furnished in the sum of $6276.66, against the bond taken from George E. Corliss, principal and the General Casualty Company of America, surety, for the work on the Scott Canyon Section of the Scott-Canyon-Sherman County Road, our file No. 3224, state highway contract No.3274.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

Earl T. Newbry

Secretary of State

NF:M
Enc.

RECEIVED
SEP 7 1950
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD
9-7-50 gf

RECEIVED
1 1950
FOR FILING

293 (1)

3274

Mrs Lewis

September 7, 1950

Edna M. Stewart
General Casualty Company of America
Board of Trade Building
Portland 4, Oregon

Dear Madam:

Attached is a copy of a claim filed with the Secretary of State by the Empire Machinery Company against George E. Corliss in the sum of $6,276.66. This claim is for equipment rental, repair parts and labor furnished Mr. Corliss in connection with his operations on State Highway Contract 3274 for grading and surfacing the Scott Canyon Section of the ~~Scott~~ Canyon Sherman County Road.

This information is provided as the General Casualty Company of America appears as surety on the bond furnished in connection with Contract 3274.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

cc - General Casualty Company of America
General Insurance Building
Seattle 5, Washington
Attn: Surety Department

Mr. Geo. E. Corliss
Box 76
Ontario, Oregon

9-7-50 gl

COPY

ARLINGTON, ORE. ATHENA, ORE. PENDLETON, ORE. HEPPNER, ORE.

EMPIRE MACHINERY CO.

Caterpillar Tractors & Road Equipment John Deere Farm Machinery
1849 S. W. Court Avenue Pendleton, Oregon

TO: State Highway Commission
Salem, Oregon

Notice hereby is given that the undersigned Empire Machinery Co., a corporation, organized under the Laws of Oregon, has a claim for rental of equipment used, repair parts and labor furnished or performed in the sum of Six Thousand Two Hundred Seventy-Six and 66/100 ($6276.66) against the bond taken from George E. Corliss and General Casualty Company of America for the work of State Highway Contract #3274 for grading and surfacing the Scott Canyon Section of the Scott-Canyon-Sherman County Road.

Signed this 31st day of August, 1950 at Pendleton, Oregon.

EMPIRE MACHINERY CO.

J. H. LAMB

By: J. H. Bamb, Sec. Treas.

ENDORSED
File No. 3224
Filed September 5, 1950
EARL T. NEWBRY, Secretary of State

RECEIVED
5 1950
FOR FILING

892 (1)

3274

Mrs Lewis

August 31, 1950

Union Oil Company of California
Yeon Building
Portland 8, Oregon

Attention: Mr. W. S. Newton
Credit Manager

Gentlemen:

This is to acknowledge your letter of August 29 in which you advise that George E. Corliss owes your Company approximatey $2,500.00 for products furnished in connection with his operations on State Highway Contract No. 3274.

Up to and including the estimate of work performed to August 5, Mr. Corliss has been paid $46,838. The last estimate for work performed during the month ending August 5 is in the amount of $2,679.75 and is being mailed to the surety today. Mr. Corliss has assigned this and future payments on this contract to the surety which is the General Casualty of America, and their agent in this instance is Edna M. Stewart, Board of Trade Building, Portland 4. The contract is approximately 70 per cent complete. Inasmuch as future payments on this contract have been assigned to the surety it is suggested that you contact them concerning your claim.

In the event that you might wish to protect your claim for a period longer than six months following completion of the job and acceptance by the Commission, it is suggested that you file the claim with the Secretary of State. An excerpt from the Oregon laws outlining the required procedure is attached.

Your claim will be noted in our records and we will advise the surety and the contractor of its receipt.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

NOTED ON CARD
[illegible]

FAQ:md
Attach.

Union Oil Company of California

YEON BUILDING PORTLAND 8, OREGON

August 29, 1950

State Highway Commission
Salem
Oregon

Gentlemen:

George E. Corliss
State of Oregon
Contract #3274

We are interested in knowing if Mr. Corliss has received any moneyfor work completed on the above job, and if so, the amount. We would also like to know if any recent estimates have been turned in and acted upon.

Mr. Corliss owes us approximately $2,500.00 which dates to April, and we are most anxious to arrange for settlement as soon as possible.

We are enclosing a self-addressed, stamped envelope for your convenience in replying. Thank you.

Yours very truly,

W. S. NEWTON
Credit Manager

By:

jek ss

8-31-50

FORM [illegible] P.

RECEIVED
1950
FOR FILING

X 93 111
3274

Mrs. Lewis

August 31, 1950

Edna M. Stewart
General Casualty Company of America
Board of Trade Building
Portland 4, Oregon

Dear Madam:

We have today received a letter dated August 29 from the Union Oil Company of California, Yeon Building, Portland 5, advising us that Mr. George E. Corliss owes them approximately $2,500 for products purchased since April, 1950. In their claim they refer to State Highway Contract 3274 which is a state highway contract awarded to George E. Corliss for grading and surfacing the Scott Canyon Section of the Scott Canyon Sherman County Road.

This information is provided as the General Casualty Company of America appears as surety on the bond executed in connection with Contract 3274.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - General Casualty Company of America
General Insurance Building
Seattle 5, Washington
Attn: Surety Department

Mr. Geo. E. Corliss
Box 76
Ontario, Oregon

NOTED ON CARD

8-31-50 gF

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AUG 31 1950
FOR FILING

293 (1)

3274

August 30, 1950

Mr. Geo. E. Corliss
Box 76
Ontario
Oregon

Dear Sir:

The State Highway Commission, at its meeting on August 21, 1950, had under discussion your request for an extension of time of 45 days, from July 31 to September 15, 1950, within which to complete your contract No. 3274 covering the Scott Canyon Section of the Scott Canyon County Road in Sherman County.

The Highway Commission granted your request for an extension of time on this contract, however, all engineering costs are to be assessed as penalty from July 31, 1950 until the date of completion. I was also instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: Wm. E. Chandler,
Division Engineer

A. V. Benedict,
Resident Engineer

N. G. Smith

NOTED ON CARD
8-31-50

RECEIVED
AUG 24 1950
FOR FILING

893 (1)
3274

T-[illegible] 3274

Mrs Lewis

Salem, Oregon
August 23, 1950

Mr. H. H. Hawke
Auditor

I hand you herewith two copies of an assignment given by Geo. E. Corliss to General Casualty Company of America. This assignment is for all money now due or that hereafter shall become due Mr. Corliss and the State of Oregon for work performed in connection with State Highway Contract No. 3274, for construction of the Scott Canyon County Road Project. It is satisfactory, and will you please see that future payments in connection with this job are made in conformity with the provisions of the assignment?

One of the attached copies, both of which bear the original signature of Mr. Corliss, is for transmittal to the Secretary of State. I have retained the original for the Highway Commission record. I am inserting it in the official copy of the contract.

H. B. Glaisyer
Secretary

NOTED ON CARD
[illegible]

HBG:mac
Enc.
cc Mr. W. C. Williams
Mr. F. A. Query

F. A. Query: Attach assignment to the office copy of the contract. Please have Mrs. Lewis record it on the card and then file in contract.

August 18, 1950

Mr. George E. Corliss
General Contractor
Box 75
Rufus, Oregon

Dear Mr. Corliss:

I have just received your undated letter regarding an assignment to the General Casualty Company of America of all funds that become due you in connection with your contract No. 3274 for the construction of the Scott Canyon County Road Project.

Responding thereto, I enclose five copies of our standard assignment form. Please sign and return to me the original and two copies. These should be returned to me promptly so it will not be necessary to hold up any current estimate payment.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBD:ts

cc - R. H. Baldock
W. C. Williams
M. M. Hanke (2)
F. A. Query

STA OF OREGON—HIGHWAY DEPAR ENT

ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF Ten and ~~100~~ 00

($10 00) Dollars, to me paid, I hereby sell, assign and transfer the within claim for all monies now due me or hereafter to become due me from the State of Oregon for work performed under State Highway Contract #3274, grading & surfacing Scott Canyon County Road,

to General Casualty Company of America and authorize and empower

said " " " " " " to act as agent for me

and in my name, place and stead, to verify said claim and to sign, receipt for and receive any warrant which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, and provided further that this assignment is subject to all of the provisions of Section 100-119, O. C. L. A., and, if the same is honored, either in whole or in part, by the State Highway Commission, such action by the Commission shall be controlled at all times by the terms of said statute, not only with respect to payments made but likewise with respect to future payments.

Witness my hand this .... day of ...., 1950

Executed in the presence of us as witnesses:

STATE PRINTING DEPT.

Given to
Baldock
Williams
[illegible]
[illegible]

GEO. E. CORLISS
GENERAL CONTRACTOR
Box 75
Rufus [redacted], ORE.
Phone [redacted]

ANSWERED

Oregon State Highway Commission
Salem, Oregon

Re: Contract #3874 - Scott Canyon County Road Project

Attention:
Mr. H. B. Glaisyer

Gentlemen:

In regard to the above-captioned contract, due to circumstances which have arisen recently affecting completion within the oiling section time limit, it has become necessary for me to secure the cooperation and assistance of my bonding company, General Casualty Company of America. I therefor hereby respectfully request, in order to expedite the handling of my affairs in this manner and in consideration of financial assistance to be advanced to me by my bonding company, that all my rights title and interest remaining and yet due under the above contract be assigned to my bonding company, General Casualty Company of America. I would appreciate it if you would send me as soon as conveniently possible the necessary forms to execute so that I might file this assignment with you formally. Would you please mail these forms to me at Box 75, Rufus, Ore.

Thanking you in advance for your cooperation, I remain.

Yours very truly -

Geo E Corliss.

RECEIVED
AUG 1[illegible] 1950
FOR FILING

8-93 (11)

3274

August 16, 1950

Oregon State Highway Commission

Request for extension of time
No. 7
August 21 and 22 meeting

Gentlemen:

Herewith is a request from George C. Corliss for an extension of time on Contract No. 3274, Scott Canyon Section of the Scott Canyon County Road, from July 31, 1950, to September 15, 1950.

The Contractor has been very slow in processing this project due to poor management, lack of proper financing and lack of proper organization in his crews.

I would recommend that this extension be granted with the engineering penalty to be assessed from July 31, 1950, until the date of completion. Mr. T. M. Davis of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. H. G. Smith

bl

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AUG 10 1950
FOR FILING

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8-93(1)
3274

August 9, 1950

Mr. T. M. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time on Contract No. 3274, Scott Canyon Section of the Scott Canyon Road, Ore. 8-93 (1) to George C. [illegible], Contractor, from July 31, 1950 to September 15, 1950.

The Contractor has suffered numerous delays on this project due to poor management, lack of proper financing, excessive breakdown of equipment and lack of proper organization.

It is my recommendation that this extension be granted with engineering penalty to be assessed from July 31, 1950 to the date of completion.

Very truly yours,

R. H. Baldock
State Highway Engineer

By:

W. C. Williams
Assistant State Highway Engineer

cc: H. C. Smith

RECEIVED
AUG - 4 1950
FOR FILING

S 9a (1)

Mr. Lewis

3274

August 3, 1950

Empire Machinery Co.
Pendleton, Oregon

Gentlemen:

We have your letter of July 31, in which you advise that George E. Corliss owes your company the sum of $6,276.66 for unpaid equipment rentals, repair parts and labor and repairs to restore the machinery to good operating condition.

Your claim appears to be in connection with State Highway Contract No. 3274, which was awarded to Mr. George E. Corliss on January 6, 1950, for grading and surfacing the Scott Canyon Section of the Scott Canyon-Sherman County Road.

The State does not make any attempt to determine the validity of claims, but claims as submitted are recorded in this office and we notify the contractor and surety of their receipt. Each contractor holding a State Highway contract is required to provide a performance bond for the full amount of each contract awarded. This bond, in addition to providing for completion of the work, also assures payment of all bills incurred in connection with the contract. The surety in this particular contract is General Casualty Company of America, whose agent in this instance is Edna M. Stewart, Board of Trade Building, Portland 4, Oregon.

In the event that you wish to protect your claim for a period longer than six months following completion and acceptance of the contract by the Commission, it is suggested that a claim be filed with the Secretary of State. For your convenience in preparing such a file, there is enclosed an excerpt from the Oregon Laws outlining the necessary procedure.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

NOTED ON CARD
8-3-50, gl

FAQ:amc

[illegible]

August 3, 1950

General Casualty Company of America
Board of Trade Building
Portland 4, Oregon

Attention: Edna M. Stewart, Agent

Gentlemen:

We have, today, received a letter dated July 31 from the Empire Machinery Company, Pendleton, Oregon, in which they filed a claim against George F. Corliss, as follows:

Rent on machinery	$3369.94
Repair parts used on job	406.72
Estimated labor and repair parts to put machinery in operating condition	2500.00
	$6276.66

From the letter, as submitted to us, it appears that this claim against Mr. Corliss is in connection with State Highway Contract No. 3274, for grading and surfacing the Scott-Canyon Section of the Scott Canyon-Sherman County Road.

This information is furnished as the General Casualty Company of America appears as surety on the bond executed in connection with Contract No. 3274.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FH:amc

cc General Casualty Co. of America
General Insurance Building
Seattle 5, Washington

George F. Corliss
Box 76
Ontario, Oregon

8-3-50 gl

ARLINGTON, ORE. ATHENA, ORE. PENDLETON, ORE. HEPPNER, ORE.

EMPIRE MACHINERY CO.

Caterpillar Diesel Tractors John Deere Farm Machinery

TELEPHONE 3111 PENDLETON, OREGON

July 31, 1950

State Highway Commission
Salem, Oregon

Gentlemen:

We submit herewith our claims against George E. Corliss on his contract, known as the Scott Canyon Road, No. 3274, Sherman County, State of Oregon. This claim consists of unpaid rentals on our machines, repair parts used on the job, and estimated labor and repairs to put the rented machinery in as good operating condition as when lease was signed, reasonable wear and tear excepted. The estimate for repairing the machines has been included at $2500.00 This figure will be adjusted when the actual expense of the repairs has been completed.

The enclosed claims are as follows:

Rent on our machinery	$3369.94
Repair parts used on job	406.72
Estimated labor and repair parts to put machinery in operating condition	2500.00
	$6276.66

Your immediate attention to our claims will be greatly appreciated.

Very truly yours,

EMPIRE MACHINERY CO.

J. H. Lamb

J. H. Lamb

JL/bp

[illegible]

8-2-50

CLAIM AGAINST GEORGE E. CORLISS ON SCOTT CANYON ROAD CONTRACT # 3274

RENTAL DUE ON LEASE AGREEMENT

4/10/50	Rent April 10, 1950 to May 10, 1950	$1000.00	
4/5/40	Cash on rent due April 10, 1950		$1000.00
5/10/50	Rent May 10, 1950 to June 10, 1950	2500.00	
5/9/50	Cash on rent due May 10, 1950		1000.00
6/10/50	Rent June 10, 1950 to July 10, 1950	1000.00	
7/10/50	Rent July 10, 1950 to July 27, 1950	869.94	
		$5369.94	$2000.00
Balance due		$3369.94	

Machinery rented:

		Serial Number
1	Used D-7 Caterpillar Tractor equipped with heavy duty track roll guards and crank case guard complete.	S3T5241SP
1	7-F Caterpillar Bulldozer	5A3184
1	25 Caterpillar power control unit	9D13019

CLAIM AGAINST GEORGE E. CORLISS ON SCOTT CANYON ROAD CONTRACT #3274

REPAIR PARTS USED ON JOB

te	Inv. #	Qty.	Part No.	Description	unt	Total
4/7/50	16662	1	7F7486	End bit	$12.46	$
4/7/50	16662	1	7F7485	End bit	12.46	
4/7/50	16662	1	6F8982	Pre cleaner	7.40	
4/7/50	16662	1	5B3323	Rings	.17	
4/7/50	16662	1	5F6658	Jar	.73	
4/7/50	16662	6	4F253	Bolt	1.98	
4/7/50	16662	8	3F9384	Bolt	1.68	
4/7/50	16662	14	3/4"	Uss Nuts	.84	
4/7/50	16662	12	S1577	Boltq	1.44	
4/7/50	16662	12	1B4433	Nut	.24	
4/7/50	16662	14	3/4"	Lock washer	. .56	
4/7/50	16662	12	5/8"	Lock washer	.24	
						$40.20
4/8/50	14687	1	7B2438	Shoe	6.41	6.41
4/17/50	14819	1	4F6907	End Bit	16.32	
4/17/50	14819	1	4F6908	End Bit	16.32	
4/17/50	14819	38	3F9384	Bolt	7.98	
4/17/50	14819	14	4F253	Bold	4.62	
4/17/50	14819	52	1B4331	Nut	3.22	
4/17/50	14819	52	3B4512	Locks	.91	
4/17/50	14819		150' 9/16 Langlay Flex set cable		32.10	
4/17/50	14819		150' ½" Langlay		28.80	
						$110.27
5/9/50	12617	300'	9/16 Reglay Cable		64.20	64.20
5/9/50	15299	1	6B2436	Link	3.48	
5/9/50	15299	1	6B2435	Link	3.48	
5/9/50	15299	1	3F5897	Master Pin	5.04	
5/9/50	15299	4	1B7942	Shoe	27.72	
5/9/50	15299	1	1B8088	Packing	.49	
5/9/50	15299	24	3F9384	Bolt	5.04	
5/9/50	15299	24	1B4331	Nut	1.44	
5/9/50	15299	24	3B4512	Lock washer	.48	
5/9/50	15299	8	4F253	Bolt	2.64	
5/9/50	15299	8	1B4331	Nut	.48	

Date	Inv. #	Qty	Part No.	Description	Amount	Total
5/9/50	15299	8	3B4512	Lock washer	$ .16	
5/9/50	15299	2	1825A	Fitting	.72	
5/9/50	15299	12	1822A	Fitting	3.12	
5/9/50	15299	1	335985	Plug	.59	
5/9/50	15299	1	3F5896	Plug	.68	
5/9/50	15299	12	1823A	Fitting Alemite	3.12	
						$58.68
5/22/50	12876	500'	½" 6 X 19	Flex Set LangLay cable	96.00	96.00
5/23/50	12910	1	6304	Fitting	.83	
5/23/50	12910	2	48931	Plunger Assem	. .68	
						1.51
6/6/50	0153	1	3B8830	Filter	2.20	
6/6/50	0153	6	4A332	Elemetn	5.58	
6/6/50	0153	25	51577	Bolt	3.00	
6/6/50	0153	25	1B4433	Nut	1.54	
6/6/50	0153	25	3B4510	Lockwasher	.32	
6/6/50	0153	1	308730A	Fitting	.60	
6/6/50	0153	12	1627A	Fitting	1.20	
6/6/50	0153	1	6304A	Fitting	.83	
6/6/50	0153	1	6638A	Fitting	.77	
						16.04
6/16/50	0591	1	6F736	Bolt	4.24	4.24
6/15/50	0746	1	3F5897	Master pin	5.04	
6/15/50	0746	1	3F5895	Plug	.59	
6/15/50	0746	1	3F5896	Plug	.68	
6/15/50	0746	1	6B5848	Bushing	2.38	
6/15/50	0746	1	1B4210	Nut	.29	
6/15/50	0746	1	3B4520	Lock washer	.09	
						9.07
7/10/50	2085	1	3B7360	Seal	1.05	
7/10/50	2085	55'	3/4"	Lang Lay Yellow S. Cable	18.76	
						19.81
7/10/50	2118	1	3F5895	Bushing	.59	
7/10/50	2118	1	3F5897	pin	5.04	
7/10/50	2118	1	6B5848	Busing	2.38	
						8.01
7/27/50	1302	4	1B7942	Shoes Credit Memo	(27.72)	(27.72)
						$406.72

CLAIM AGAINST GEORGE E. CORLISS ON SCOTT CANYON ROAD CONTRACT #3274

Estimated cost of Labor and Repair Parts to Put Machinery rental in operating condition.

Estimated labor and repairs	$2500.00

RC 3274 Mrs Lewis

August 1, 1950

The Dalles Equipment Company
Box 312
The Dalles, Oregon

Attention: A. O. DeFrate
Partner-Manager

Gentlemen

We have your letter of July 27 in which you advise that George E. Corliss owes your Company $981.22 for truck and tractor parts. This claim appears to be in connection with State Highway Commission Contract No. 3274 with George E. Corliss for grading and surfacing the Scott Canyon Section of the Scott Canyon Sherman County Road. It is expected that the contract will be completed about September 15, 1950.

The State does not make any attempt to determine the validity of claims but does require that the contractor provide with each contract a performance bond covering the full amount of the contract. This bond is provided to guarantee completion of the work and the payment of all bills incurred in connection with the contract. General Casualty Company of America provided the bond furnished in connection with this contract and their agent in this instance is Edna M. Stewart, Board of Trade Building, Portland 4.

Your claim will be noted on our records and we will advise the contractor and the surety of its receipt. In the event that you wish to protect your claim for a period longer than six months following completion and acceptance of the contract, it is suggested that your claim be filed with the Secretary of State. For your convenience in preparing such a filing we are enclosing an excerpt from the Oregon Law outlining the necessary procedure.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

NOTED ON CARD

8-1-50 gk

FAQ:md
Enc.

PHONE 3850 - 3001

SYMBOL
OF
SERVICE

INTERNATIONAL HARVESTER

THE DALLES EQUIPMENT CO.

Box 312
THE DALLES, OREGON

July 27, 1950

REFERRED TO [illegible]
BY SECRETARY
[illegible] Cutter

Chief Engineer
Oregon State Highway Department
Salem, Oregon

Gentlemen:

We are writing you in regard to an account long over due with us for Corliss Construction Company, owned by George E. Corliss, Ontario, Oregon. This company has a contract for one of your jobs near Rufus, Oregon. The account is in the amount of $981.22 and is made up of parts purchases for trucks and tractors. We have made repeated attempts to collct any or all of this from Mr. Corliss but have been unable to make any satisfactory settlement with him.

It is our understanding that a portion of his contract money is held up for payment of accounts such as this. We would certainly appreciate any action you can take to help us with this collection.

Thank you for your cooperation in this.

Very truly yours,

THE DALLES EQUIPMENT CO.

A O De Frate

A. O. DeFrate
Partner-Manager

[illegible] 9-16-50
[illegible] 7-21-50

AD:wl

7-31-50

Mrs Lewis

August 1, 1950

General Casualty Company of America
Board of Trade Building
Portland 4, Oregon

Attention: Edna M. Stewart

Dear Madam:

This is to advise that we have received a letter from The Dalles Equipment Company, Box 312, The Dalles, Oregon, advising that George E. Corliss owes them $981.22 for truck and tractor parts furnished to him. They advise that several attempts have been made to collect this bill without success. They advise that the job on which Mr. Corliss incurred the claim as being near Rufus. This appears to be in connection with State Highway Commission Contract 3274 for grading and surfacing the Scott Canyon Sherman County Road.

This information is furnished as the General Casualty Company of America appears as surety on the bond executed in connection with Contract 3274.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FEQ:md

cc - General Casualty Company of America
General Insurance Building
Seattle 5, Washington

Mr. George E. Corliss
Box 76
Ontario, Oregon

NOTED ON CARD
8-1-50 gl

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FOR FILING

2-93 (1)
3274

August 1, 1950

Members of the State Highway Commission:

NOTED
F. QUERY

noted
gl

Gentlemen:

As a result of the discussion of matters pertaining to the Walter Berndt Construction Company contract, at Wallowa Lake on Wednesday of last week, it is my understanding that you wish to be informed of all claims that are filed in this office against state highway contracts. Pursuant to that understanding, I enclose a copy of a letter received from The Dalles Equipment Company advising us of their claim in the amount of $981.22 against George E. Corliss, to whom the Commission awarded a contract for grading and surfacing the Scott Canyon Section of the Scott Canyon County Road in Sherman County, Contract No. 3274.

I have acknowledged receipt of this claim and have called it to the attention of the contractor and the surety on his bond, General Casualty Company of America, which is standard practise. Final payment in connection with this job will not be released until this claim and others, if any, have been satisfied.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ts
Enc.

RECEIVED
JUL 25 1950
FOR FILING

S-93(1)

3274

July 24, 1950

Mr. T. M. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to your letter of June 23, regarding fuel oil for slope oiling on Oregon Project S-93 (1), the Scott Canyon County Road.

The reason for the price of $75.00 per ton for slope oiling on this project is that the job requires only one truck and trailer load of oil and the preparation incidental to applying that small amount of oil. The contractor does not feel he can make expenses at any lesser price.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

cc Mr. W. C. Williams
Mr. H. G. Smith

ASSIGNMENT

June 26, 1950

No. [illegible]
By [illegible]

Description: T. M. Davis' letter of 6-23-50 regarding Pirce Agreement No. 2 covering Fuel Oil for slope oiling on Oregon Project S-93 (1), Scott Canyon County Road

Acknowledged by _____ Referred to Smith ✓

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
xx Return with rough draft of reply
Please prepare for ______________ signature

Assignment executed 7-24-50 Report received ______

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

June 23, 1950

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of Mr. Williams' June 19th letter transmitting copies of Price Agreement No. 2 covering Fuel oil for slope oiling on Oregon Project S-93(1), the Scott Canyon County Road. We note this is light grade black fuel oil and calls for 20 tons at $75.00 per ton.

Several other projects in this vicinity where the slopes are being oiled with the fuel oil are priced at approximately$50,00 per ton and we can see no reason for the apparent exhorbitant agreed price on this project. If there are some exceptional reasons why the oil on this project should be so high we would appreciate advice to that effect otherwise we are reluctant to recommend this price agreement for approval.

Very truly yours,

T. M. DAVIS
District Engineer

NOTED
W. C. WILLIAMS

RECEIVED
FOR FILING

Department of Commerce
BUREAU OF PUBLIC ROADS
~~PUBLIC ROADS ADMINISTRATION~~
~~FEDERAL WORKS AGENCY~~
DIVISION EIGHT

ALASKA
MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

May 11, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon S-93(1)
Scott Canyon

Dear Sir:

We are forwarding herewith for your files an executed copy of the project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: LJCaufield
L. J. Caufield
Principal Highway Engineer

Encl.

Jc

(Revised 1948)

8

State Oregon

Federal Aid Project No. S-93(1)

PUBLIC ROADS ADMINISTRATION

FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 2nd day of May, 1950, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 3rd day of July, 1949, a program, which was approved on the 2nd day of November, 1949 for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 2nd day of December, 1949; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of fifty thousand and 00/100 dollars ($50,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16—11379-3

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.

(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 0+10.65 on Main Street, Rufus (not incorporated) at the Columbia River Highway in Section 31, T. 3 N., R.17 E., W.M., and survey station 154+00 in the NE 1/4, Section 9, T. 2 N., R. 17 E., W.M., without exception

, length 2.910 miles, in Sherman County, being Oregon Federal Aid/ Secondary project No S-93(1), consisting of 2.910 miles of roadway and no bridg~~es, ea~~ch of more than 20 feet clear span, ~~miles in leng~~th.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

16—11370-2

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of fifty thousand and 00/100 dollars ($50,000.00), which does not exceed the authorized Federal pro rata share of eighty-three thousand thirteen and 70/100 dollars ($83,013.70), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Ben R Chandler

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Attest

SECRETARY

RECOMMENDED FOR APPROVAL

STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS,

By

Acting Division Engineer,
Public Roads Administration.

MAY 9 - 1950
OREGON DISTRICT

RECEIVED
MAY 10 1950

RECEIVED
APR 7-1950
FOR FILING

S-93 (1)

March 30, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate as basis for project agreement for the Scott Canyon Section, Project No. S-93 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN:gm

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-93 (1)

SCOTT CANYON SECTION OF THE
SCOTT CANYON ROAD IN SHERMAN COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 28, 1950

Type Code 5201
Roadway (Sta. 00+10.65 to 154+00)

All Required		Clearing and Grubbing		$ 5,000.00
200	cu. yds.	Structural Excavation, Unclassified	$ 2.00	400.00
400	cu. yds.	Trench Excavation, Unclassified	1.50	600.00
116,000	cu. yds.	General Excavation, Unclassified	0.19	22,040.00
157,000	yd. stas.	Short Overhaul	0.01	1,570.00
4,000	C-yd. stas.	Long Overhaul	0.25	1,000.00
2.91	miles	Finishing Roadbed and Slopes	450.00	1,309.50
100	lin. ft.	Salvaging Culvert Pipe	1.00	100.00
70	lin. ft.	12" Corrugated Metal Pipe	2.25	157.50
400	lin. ft.	18" Corrugated Metal Pipe	3.60	1,440.00
110	lin. ft.	24" Corrugated Metal Pipe	4.50	495.00
20	lin. ft.	30" Corrugated Metal Pipe	5.25	105.00
150	lin. ft.	84" Corrugated Metal Pipe	35.00	5,250.00
8,400	cu. yds.	3" - 0" Rock in Base	2.10	17,640.00
1,800	cu. yds.	3/4" - 0" Rock in Base and Shoulders	2.10	3,780.00
260	M-gal.	Sprinkling	2.00	520.00
2.91	miles	Preparation of Base	200.00	582.00
1,900	cu. yds.	Furnishing and Placing Aggregates	3.90	7,410.00
164	tons	Furnishing and Placing 151-200 Asphalt	37.00	6,068.00
			Subtotal	$75,467.00
			10% Engr. & Cont.	7,546.70
			Total	$83,013.70

Length of Roadway 2.910 miles
Cost per mile $28,527.04

Federal Secondary Funds- -	$50,000.00
State Funds- -	33,013.70
	$83,013.70

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939
Funds for Maintenance: Chap. 529, Laws 1939

December 14, 1949

Mr. T. M. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate to accompany plans and specifications for the Scott Canyon Section, Project No. S-93 (1), in which estimate the unit prices for the items of "General Excavation, Unclassified, 3" - 0" Rock in Base and 3/4" - 0" Rock in Base and Shoulders" have been revised.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWM:ew

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-93 (1)

SCOTT CANYON SECTION OF THE
SCOTT CANYON ROAD IN SHERMAN COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, December 14, 1949

Type Code 5231
Roadway (Sta.00+10.65 to 154+00)

All Required		Clearing and Grubbing		$ 1,000.00
200	cu. yds.	Structural Excavation, Unclassified	$ 2.50	500.00
400	cu. yds.	Trench Excavation, Unclassified	2.50	1,000.00
116,000	cu. yds.	General Excavation, Unclassified	0.30	34,800.00
157,000	yd. stas.	Short Overhaul	0.02	3,140.00
4,000	C-yd.stas.	Long Overhaul	0.50	2,000.00
2.91	miles	Finishing Roadbed and Slopes	500.00	1,455.00
100	lin. ft.	Salvaging Culvert Pipe	1.50	150.00
70	lin. ft.	12" Corrugated Metal Pipe	2.50	175.00
400	lin. ft.	18" Corrugated Metal Pipe	3.50	1,400.00
110	lin. ft.	24" Corrugated Metal Pipe	4.50	495.00
20	lin. ft.	30" Corrugated Metal Pipe	7.00	140.00
150	lin. ft.	84" Corrugated Metal Pipe	35.00	5,250.00
8,400	cu. yds.	3" - 0" Rock in Base	2.50	21,000.00
1,800	cu. yds.	3/4" - 0" Rock in Base & Shoulders	2.50	4,500.00
260	M-gal.	Sprinkling	3.00	780.00
2.91	miles	Preparation of Base	150.00	436.50
1,900	cu. yds.	Furnishing & Placing Aggregates	3.50	6,650.00
164	tons	Furnishing & Placing 151-200 Asphalt	35.00	5,740.00
			Subtotal	$90,611.50
			10% Engr. & Cont.	9,061.15
			Total	$99,672.65

Length of Roadway	2.910 miles
Cost per mile	$34,251.76

Federal Secondary Funds- -	$50,000.00
State Funds- -	49,672.50
	$99,672.50

Oregon State Highway Department

Federal Aid Secondary
Project No. S-93 (1)

SCOTT CANYON SECTION OF THE SCOTT CANYON ROAD IN SHERMAN COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, November 28, 1949

Type Code 5231
Roadway (Sta. 00+10.65 to 154+00)

All Required		Clearing and Grubbing			$ 1,000.00	
200	cu. yds.	Structural Excavation, Unclassified		$ 2.50	500.00	
400	cu. yds.	Trench Excavation, Unclassified		2.50	1,000.00	
116,000	cu. yds.	General Excavation, Unclassified	[illegible]	~~0.25~~	~~29,000.00~~	[illegible]
157,000	yd. stas.	Short Overhaul		0.02	3,140.00	
4,000	C-yd.stas.	Long Overhaul		0.50	2,000.00	
2.91	miles	Finishing Roadbed and Slopes		500.00	1,455.00	
100	lin. ft.	Salvaging Culvert Pipe		1.50	150.00	
70.	lin. ft.	12" Corrugated Metal Pipe		2.50	175.00	
400	lin. ft.	18" Corrugated Metal Pipe		3.50	1,400.00	
110	lin. ft.	24" Corrugated Metal Pipe		4.50	495.00	
20	lin. ft.	30" Corrugated Metal Pipe		7.00	140.00	
150	lin. ft.	84" Corrugated Metal Pipe		35.00	5,250.00	
8,400	cu. yds.	3" - 0" Rock in Base	2.50	~~2.00~~	~~16,800.00~~	[illegible]
1,800	cu. yds.	3/4" - 0" Rock in Base & Shoulders	[illegible]	2.00	~~3,600.00~~	45[illegible]
260	M-gal.	Sprinkling		3.00	780.00	
2.91	miles	Preparation of Base		150.00	436.50	
1,900	cu. yds.	Furnishing & Placing Aggregates		3.50	6,650.00	
164	tons	Furnishing & Placing 151-200 Asphalt		35.00	5,740.00	
		Subtotal			~~$79,711.50~~	96,611.50
		10% Engr. & Cont.			~~7,971.15~~	9,661.15
		Total			~~$87,682.65~~	[illegible] 65

Length of Roadway 2.910 miles
Cost per mile ~~$30,131.49~~ [illegible]

Federal Secondary Funds- -	~~$54,000.00~~	[illegible]
State Funds- -	~~33,682.65~~	[illegible]
	~~$87,682.65~~	[illegible]

November 29, 1949

Mr. T. M. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to the P.S. & E. papers submitted yesterday for the Scotts Canyon Section, Project No. S-93 (1).

In setting up the Federal funds, it was inadvertently over-looked that the program amounts had been changed to $85,000.00 total cost and $50,000.00 Federal funds.

Accordingly it is requested the estimate and other papers be corrected to reflect this amount of Federal funds instead of the amount shown.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:nd

November 28, 1949

Mr. T. M. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate, four copies of right of way statement and one copy of PR-9 covering program change for the Scotts Canyon Section, Project No. S-93 (1).

Six bid proposals and one set of full scale plans are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

Encl.
JWH:md

SCOTTS CANYON SECTION
PROJECT NO. S-93 (1)

While negotiations for rights of way are in progress six parcels have not been acquired nor has the right to occupy and use these parcels been secured, but it is now believed all necessary rights of way can be made fully available within twenty days.

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

November 28, 1949

PR-9

PUBLIC ROADS ADMINISTRATION

COMMISSIONER:
ATTENTION--PROGRAM SECTION

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

Nov. 30, 1949
(Date)

The following major program change of the individual project is requested:

Oregon
(State)

Postwar Federal Aid Secondary Postwar Program
(Previous Program)

(Date of Approval)

COUNTY Sherman

FA or FAS Route No. FAS - 313

	Item No.	Project No.	Termini	Project Cost Class of Work	Total Cost	Federal Funds	State Funds	Length Miles	Character of Proposed Work
Item as Now Programmed	95	S-93 (1)	Rufus South-easterly 3.2 miles	Survey-Plans					Gr., Dr. 2-lane Intermediate type surfacing
				Right-of-Way					
				Construction	85,000	50,000	35,000		
				Total	85,000	50,000	35,000	3.20	
Requested Revision	95	S-93(1)	Rufus South-easterly 2.91 miles	Survey-Plans					Gr., Dr. 2-lane intermediate type surfacing
				Right-of-Way					
				Construction	87,682	50,000	35,000		
				Total	87,682	50,000	35,000	2.91	

Program Balance subsequent to approval of this and previously recommended change is: $

Reason for Change: Reduction in length occasioned principally by savings in length by new alignment.

Recommended for approval ______ District Engineer ______ (date)

Recommended: ______ Division Engineer ______ (date)

Approved: ______ Acting Commissioner ______ (date)

P-3868

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FEB 9 1950
FOR FILING

8-73 (1)

3274

February 8, 1950

Mr. George E. Corliss
Box 76
Ontario, Oregon

Dear Sir:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3274 which was awarded to you on January 6, 1950 by the State Highway Commission, covering the Scott Canyon Section of the Scott Canyon County Road in Sherman County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Received 2/8, gl

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3274

File

January 16, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was started on January 12, 1950 on Contract No. 3274, Scott Canyon Section, in connection with Federal Aid Project No. S-93 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

DBP:md

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FOR FILING

File

8-93 (1)

3274

Salem, Oregon
January 13, 1950

Mr. J. M. Devers

I have carefully examined the matters you brought to my attention relative to Contract No. 3274, with George E. Corliss, for the Scott Canyon County Road in Sherman County.

As to Item No. 1, we have carefully examined the proposed channel changes, we find them to be necessary as to engineering economics, and they should in no way affect adjoining property owners. The channels are confined to the right of way.

As to Item No. 2, an agreement between the State Highway Commission and Sherman County has been fully executed, under date of December 21, 1949, providing that the County will maintain the road in a manner satisfactory to the State Highway Commission and the Bureau of Public Roads after it has been constructed as a Federal-aid project. The State is nowise taking over jurisdiction of this road, but merely acting as the contracting agency for the improvement of the Federal-aid Secondary Highway, which, while on the Federal-aid system, is not on the state highway system.

With regard to Item No. 3, the engineer supervising the project will take the necessary steps to the end that the contractor does not unduly interfere with the telephone, water or other utilities, and the County has already requested the utilities to clear their facilities so that the highway can be improved.

As to the quarry site which has been removed from the contractor, he is fully aware of this, and it was his own request that such be done. Trouble was being experienced in securing this quarry site, and it was holding up the award of the contract. The contractor advised us that he had another quarry, which he would furnish himself, and if we would award the contract he would waive any usage of the quarry specified in the provisions. Our general files contain a letter from the contractor relieving the State or County of any obligation to provide this quarry site.

It is my opinion that this contract is entirely in order and it should be presented to the Highway Commission for approval.

WCW:me
Encl.

W. C. Williams

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

January 11, 1950

Mr. W. C. Williams
Assistant Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Mr. Williams:

I discussed with you briefly yesterday about some provisions in the contract with George E. Corliss for work on the Scott Canyon County Road. I have approved as to form and legality the agreement, but there are some things that need special attention. They are these:

1. The contractor is obligated to make certain channel changes. Mr. Enfield procured a copy of the plans, which show the channel changes to be all within the limits of our right of way. If they are confined to the right of way and the changing of the channel in no way affects the property of others, then I think we are safe in making the changes, but we have nothing in our office showing any agreement with private property owners to make the change. I presume the absence of an agreement is due to the fact that the changes are to be within the right of way.

NOTED
W. C. WILLIAMS

2. I find no contract between the State and the County with respect to this road. The Highway Commission is one of the contracting parties as required by the Government. In the agreement with the Government I assume that we undertake to maintain the road. We should have some agreement with the County by which the County will relieve the State of any damage or claim of damage growing out of the performance of the work.

Agreement
[illegible] A1
Signed
12-21-49
[illegible]

3. There is also a provision in the contract with respect to power poles, telephone poles, water and gas mains and the like. I suggest that the engineer who supervises the contract see that the contractor cooperates fully with the owner of those utilities so that we may not encounter difficulties with the owners of those utilities. The contractor is told in the contract that he must cooperate with the utility companys, but we have had contractors who have ignored that obligation.

When the contract is delivered executed to the contractor his attention should be called especially to the special provisions by which one of the quarry sites offered to him when he bid has been taken from him.

I am returning to you the copy of the agreement left with me for approval, which you may deliver to Mr. Glaisyer if you are satisfied that no changes need be made.

If not too late I would like to reword the special provision about the quarry site, but if to do so would delay matters to our detriment we will let it go.

I am sending a copy of this letter to Mr. Glaisyer.

Very truly yours,

J M Devers
J. M. DEVERS

JMD:NH
Enc.

cc - H. B. Glaisyer

RECEIVED

FOR FILING

2-73 (1)

3274

AGENDA
FEB 6 - 1950

January 6, 1950

George E. Corliss, General Contractor
Ontario,
Oregon

CONT. # 3274

Dear Mr. Corliss:

The State Highway Commission has today awarded you the contract for the grading, surfacing and oiling on the Scott Canyon Section of the Scott Canyon Road, Sherman County, for which you submitted the low bid at $75,467 at the Commission meeting held on December 20, 1949.

The award is based on your offer presented at that time and on your letter of January 4, 1950, in which you relinquish all rights to use quarry site at Station 89.00 on the Scott Canyon Road.

Contract forms are now being prepared and will be forwarded to you shortly for execution as to contract agreement and bond.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG/fm

GET CONFIRMED

FILE

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

TELEGRAM	✓	SERIAL	☐
DAY LETTER	☐	NIGHT LETTER	☐

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE	☐	DEFERRED	☐
CODE	☐	NIGHT LETTER	☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
January 6, 1950
3:45 p.m.

George E. Corliss, General Contractor
Ontario, Oregon

The State Highway Commission has today awarded you contract for construction of Scott Canyon Section of the Scott Canyon Road, Sherman County, on the basis of your bid submitted on December 20, 1949, and your letter of January 4, relinquishing your rights to the quarry at Station 89. Contract forms for your execution will be forwarded shortly.

H. B. Glaisyer, Secretary
Oregon State Highway Commission

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OREGON DISTRICT A 13-1

3374

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

P. O. BOX [illegible]
PORTLAND 8, OREGON

January 6, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In view of your telegram of this date advising rights-of-way had been acquired for Oregon Secondary Project S-93(1), the Scott Canyon Section, as requested we hereby concur in award of contract to George E. Corliss, Ontario, Oregon, who submitted the low bid at the opening held December 20, 1949.

Very truly yours,

T. H. Davis
T. H. DAVIS
District Engineer

RECEIVED
JAN 9 1950
OREGON
STATE HIGHWAY COMMISSION

SERVICE		
class of service desired; wise this message will be ent as a full rate telegram		
FULL RATE TELEGRAM	X	SERIAL
DAY LETTER		NIGHT LETTER

WESTERN UNION

JOSEPH L. EGAN, PRESIDENT

1206

INTERNATIONAL SERVICE		
Check the class of service desired; otherwise this message will be sent at the full rate		
FULL RATE		DEFERRED
CODE		NIGHT LETTER

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
JANUARY 6, 1949

MR. T. M. DAVIS
DISTRICT ENGINEER
DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
POST OFFICE BOX 3900
PORTLAND 8, OREGON

REQUEST CONCURRENCE AWARD CONTRACT TODAY SCOTT CANYON PROJECT TO GEO. E. CORLISS OF ONTARIO. ALL REQUIRED RIGHTS OF WAY ARE ACQUIRED.

R. H. BALDOCK

A NEW CURTIS SERVICE

Telegraph your order for America's favorite magazines—HOLIDAY, 1 yr., $5 • the Post, 1 yr., $5 • LADIES' HOME JOURNAL, 1 yr., $3. All prices U. S. only. No charge for wire. Pay Western Union clerk for subscription or when billed by publisher.

Publisher will, on subscriber's request, refund full amount paid for copies not previously mailed. Prices subject to change without notice.

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FORM E-30 25M 6-49

S-93(1)

3274

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 5, 1950

Sherman Co.

To: Mr. W. C. Williams
Assistant State Highway Engineer

OFFICE

SUBJECT: Scott Canyon County Road
Sherman County

F.A. Project.

Dear Mr. Williams:

This is to advise you that we have copies of all of the options covering the right of way necessary for the Scott Canyon Project, in Sherman County.

These options were secured by the County Court. In addition to the right of way the County was to acquire a quarry from a man named Fields. They were unable to secure a satisfactory settlement from Mr. Fields and at the moment do not have this property under option. It is my understanding that the contractor does not propose to use this quarry and if such is the case the job could be contracted as far as the Right of Way Department is concerned.

If it is necessary to secure the Fields quarry please let me know.

Very truly yours,

J. M. DEVERS

By Forrest Cooper
FORREST COOPER
Right of Way Engineer

FC:MA

RECEIVED
DEC 6 1949
FOR FILING

OREGON DISTRICT
3274

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
~~PUBLIC ROADS ADMINISTRATION~~
~~FEDERAL WORKS AGENCY~~
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

December 2, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project No. S-93(1), Scott Canyon Section of Scott Canyon Road, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Concurrence in award will be withheld pending receipt of advice that all right-of-way or rights-of-entry have been obtained.

Please submit the usual encroachment resolutions prior to preparation of the agreement estimate.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

Copy to Project

[illegible]
W. C. WILLIAMS

RECEIVED
DEC 5 1949
STATE HIGHWAY COMMISSION

OF COMMERCE
AU OF PUBLIC ROADS

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX 3900
PORTLAND 8, OREGON

RECEIVED
FOR FILING

November 29, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the PR-9 program change request accompanying your letter of November 28, 1949 relative the Scotts Canyon Section, Project No. S-93(1), estimate and bid proposals.

In accordance with your request of October 13, 1949, federal funds were approved at $50,000 and Total Cost of $85,000 for this work. Our letter of November 9, 1949 confirmed approval of the amounts requested. In view of the statements made at that time, it would be preferable that a PR-9 be submitted based on the approved amounts and reduced length provided your objectives in requesting the changes at this time will be thereby attained.

Very truly yours,

T. M. DAVIS
District Engineer

By: C G Polk
C. G. POLK
Sr. Highway Engineer

RECEIVED
FOR FILING
S93-(1)
3274

S-93(1)
3274

October 13, 1949

976W

Mr. T. M. Devis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We refer to your letter of August 22, advising that approval of the Scott Canyon Project, S-93 (1), Item 95 of the Federal Aid Secondary Highway Program, is being withheld pending submission of information explanatory of the relatively high estimated cost of $31,000 per mile.

Since this project was submitted for programming, surveys have advanced to a point which indicates that it will be possible to construct the project for $85,000 or about $26,600 per mile.

In justification of an expenditure of that amount on the project, we wish to point out that the high cost is not due to standards of construction being unnecessarily high, but that it is due instead to the difficult nature of the terrain through which the project must be built. The project begins in the Columbia River Gorge at an elevation of 300 feet and, in a distance of 3.2 miles, climbs out of the gorge, through a gulch with steep side walls, to the tablelands of eastern Sherman County at an elevation of 1,200 feet. Thus the project is on a sustained grade of six per cent throughout its entire length. To build a road of this nature for a cost no greater than the average for roads in average terrain is, obviously, not possible. Additional mileage on this same road could be improved to the same standards at a cost below $15,000 per mile.

The road is the logical market outlet for a wheat growing area about five miles by eight miles in extent. County roads having an aggregate length in excess of 50 miles feed into it and are served by it. The County, by building a short connecting road near the center of the project (as shown on the accompanying map), proposes to divert traffic to the project from two other roads leading from the tablelands to Rufus. Thus the new road will take the place of three existing roads with resultant saving in miles of road to be maintained as well as with provision for faster and otherwise more satisfactory service for all.

The extent of road development within the area to be served by this project, as shown on the accompanying map, is in itself justification for the expenditure of $85,000 to give these roads an acceptable outlet to the market place and shipping point of the area, regardless of the fact that this cost figures somewhat more per mile than the average for large mileages of roads which involve no comparable difficulties.

To provide program information needed in cutting the estimated cost to $85,000, from the $100,000 shown in the program submitted under date of June 3, 1949, we are enclosing form PR-9.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP/gs

Encl.

RECEIVED
OCT 4 1949
FOR FILING

October 3, 1949

Honorable C. A. Tom
County Judge, Sherman County
Moro, Oregon

Dear Sir:

I shall attempt to answer, to the best of my ability, the questions you ask in your letter of September 17.

Mr. Baldock has already advised you as to the undesirability of changing the routing of the Sherman Highway (US97) to the Scott Canyon route.

As to the completion of the Scott Canyon route from the end of the proposed 3.8 miles of construction, that is a rather difficult question. This road is not a Federal-aid secondary after it leaves the top of the hill; therefore, Federal funds cannot be expended thereon.

The completion of the Fulton Canyon road between Root's Corner and Wasco is not on my present program. As you know, preference was given to the Scott Canyon route for the expenditure of current funds.

I realize that the above answers are rather sketchy, but they are the best that I can give you at this time.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

WCW:hi

RECEIVED
SEP 27 1949
FOR FILING

Court
K/W
Co. Roads

Sherman ✓

September 26, 1949

Hon. C. A. Tom
County Judge of Sherman County
Moro, Oregon

Dear Judge Tom:

The Honorable Chas. H. Reynolds, Highway Commissioner, advised me concerning your request that the Scott Canyon route between Wasco and Rufus be considered for construction as the route of the Sherman Highway instead of the Biggs-Wasco section as now designated.

Please be advised that the Sherman Highway (US97) is a federal-aid highway and it connects with the Washington system at the present time by means of the ferry at Maryhill. Investigations made a number of years ago indicate that the designation of this highway as you recommend would add approximately five miles to the length of the interstate route, provided the bridge were placed at Rufus. Since that time the Washington Department has relocated the highway on the Washington side, which would make it even more difficult to connect with the bridge at Rufus.

The funds set up for the Scott Canyon route are secondary funds, and there is no question that the improvement of this road has a great deal of merit as a market route serving eastern Sherman County. When it is finally improved between Rufus and Wasco, the people from Arlington and vicinity who wish to go south on the Sherman Highway will find this alternative leg a saving, but we cannot recommend that this route be improved to the standard requisite to becoming a part of US97 and we are sure that the State of Washington would object if we attempted to do it.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hl
cc Chas. H. Reynolds
W. C. Williams
S. H. Probert

FORM E-80 10M 6-48 23439

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 26, 1949

SUBJECT:

To: Mr. S. H. Probert
Office Engineer

On September 18, Mr. C. A. Tom, County Judge of Sherman County, was contacted and he furnished the following information in connection with the Rufus-Scotts Canyon road, F.A.S. Highway No. 313:

(1) The Sherman Cooperative Grain Growers Association at the present time have an elevator at Rufus with a storage capacity of 200,000 bushels. In addition, they have leased enough right of way to construct a 100,000 bushel annex. This elevator is adjacent to the Union Pacific tracks which enables them to ship wheat if necessary in order to handle more bushels than the elevator storage capacity.

(2) In 1948, 300,000 bushels of wheat were delivered to this elevator at Rufus and, in 1949, 200,000 bushels.

(3) If the Rufus-Scotts Canyon Section is improved, 40,000 to 50,000 bushels of wheat now hauled to Klondike would go to Rufus due to more favorable grade.

(4) Approximately fifty farmers in the northeast section of Sherman County haul stock to The Dalles on an average of fifty head per year. The route through Rufus is the logical route to haul.

Improvement of F.A.S. No. 313 would benefit the general area outlined in red on the attached map. This section of road, when improved, will furnish a usable connection with the Columbia River Highway and the elevator at Rufus. As a result, the farmers of the area indicated will have a down-hill haul to Rufus and the Columbia River Highway for transporting wheat and stock. The grade to Klondike and Wasco is uphill for all farmers in this area. In addition, the county plans to construct a connection of approximately 0.25 of a mile with the proposed improved route of F.A.S. No. 313, thus enabling them to abandon approximately 2.5 miles of unsatisfactory roads now being

Mr. S. H. Probert
September 26, 1949
Page 2

maintained as county roads. The proposed connection is shown colored in blue on the attached map and the roads to be abandoned are colored in orange.

John W. Cattrall
John W. Cattrall
Acting Engineer,
County and City Relations

JFH:MM
Encl.

Existing Road

In canyon throughout length of 3.2 miles

Gravel surfaced

Some grades over 5 %

Some sharp turns

Roadbed 14' to 18'

Approved length of Secondary Hwy. – 3.2 miles

Length of survey – 4 miles or more.

FORM E-30 15M 12-48 27089

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 23rd, 1949

SUBJECT:

To: Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

With reference to the proposal of Judge Toms that the Scott Canyon route between Wasco and Rufus be made the route of the Sherman Highway instead of the Biggs-Wasco section.

This is impractical because US #97 is an interstate highway and Biggs the proper place to bridge the river to connect with the Washington system. At the time the studies were made for the bridges across the Columbia, Mr. Waller made a thorough reconnaissance of this area with the idea of placing the bridge at Rufus. He found it would add approximately 5 miles to the length of the route, which made it impractical in spite of some possible saving in the bridge location. Since that time the Washington department has relocated their highway, which would make it more difficult than ever with a bridge at Rufus.

The funds set up for the Scott Canyon route are secondary funds, and under the present Bureau restrictions the funds must be expended very economically, which would prohibit the location being made to highway standards. We are proposing an economical market road following Scott Canyon, which would be the proper route for a market road. Scott Canyon makes connections to all the wheat hauling roads in eastern Sherman County and, therefore, must be used for the secondary route. When this route is completed between Rufus and Wasco to an oiled surface, it will afford a very serviceable road, and it can be used by those proceeding toward Arlington if they so desire.

At present about 50% of the people turn to or come from Arlington, and about 50% turn to or come from The Dalles. In addition, a large number of Portland trucks has used the Sherman Highway during the winter months, or certain months during the winter. Therefore, taking it all in all, while the movement toward Rufus helps the Arlington traffic, it is detrimental to the composite traffic with respect to distance.

I feel that the Scott Canyon route has a great deal of merit as a market road serving the wheat belt of eastern Sherman County, and that once it is improved to an oiled surface the people heading toward Arlington will find they can save a considerable distance by using it, but it cannot be located to state highway standards, nor should it ever supercede the Sherman Highway as the route of US #97.

I am attaching map of Waller's reconnaissance.

Very truly yours,

H G Smith

H. G. Smith
Construction Engineer

HGS:AR
Enc.

Rufus, Oregon
September 17, 1949

NOTED
W. C. WILLIAMS

Oregon State Highway Dept.
Salem, Oregon
ATTENTION: MR. WILLIAMS

Dear Sir:

It has always been a mistery to me just why 97 follows such a dangerous canyon. When it could be routed down Scotts canyon. It is only nine miles to Wasco via Rufus one mile less than from Dinty's.

This road is built and graveled. It is a pure dirt road no rocks. The enclosed map is self explanatory.

After you build three and eight tenths miles for one hundred thousand dollars ($100,000) it would be a small matter to finish the rest at some future time, as it is practically built now. About one fifth of the east 97 traffic passes over this road at this time. Some time while in Rufus I ould like to take you over the road. This road carried all of the traffic during the flood.

After the three and eight tenths miles are finished the road will be on top of the hill out in the open. This road could be built for one tenths of what 97 would cost down the canyon from Wasco and would be free from curves with only two culverts.

Do you have any idea just when the two and one-half miles from Root's corner to Wasco will be on the Agenda. This is the Fulton Canyon Road to Wasco.

My court is well pleased with your fairness. Of course the people are desirous of knowing just what the future holds for them.

I was sorry to see Cooper leave the Department that he previously was affiliated with.

Any information you can pass to me about the Fulton canyon orthe Scott's canyon will be appreciated.

Very Respectfully,

C. A. Tom

C. A. TOM
County Judge Sherman County

[illegible]
STATE [illegible]

ENCL:
CAT/cet

RADIOGRAM

Sent: August 30th, 1949
11:20 A.M.

DEAN SWIFT:

WHAT STANDARDS OF ALIGNMENT AND WIDTH DID YOU USE ON THE SCOTT CANYON JOB? GIVE MAXIMUM CURVE.

SMITH

10 M standard
1 - 16° Curve - balance 10° or less
26' Roadbed
Maximum Grade 6.5%

Cattrall has written to county court for information on amount of timber that would be hauled over this road. Should know about Sept. 7 or 8.

Agenda Items 6a

RECEIVED
AUG 11 1949
FOR FILING

Const
R/W
Co. Roads

April 22, 1949

Honorable C. A. Tom
Sherman County Judge
Court House
Moro, Oregon

Dear Judge Tom:

The State Highway Commission at its meeting last week had under discussion your letter of March 30, 1949, in which you request that Federal Aid Secondary Highway Funds tentatively appropriated to finance the improvement of the Sherman County Road be transferred to the Scott Canyon Section of the Scott Canyon Federal Aid Secondary Highway.

I am pleased to inform you that the Commission approved such transfer, and authorized the Engineer to proceed with the making of a necessary survey. He was also instructed to prepare right of way descriptions for the County's use in obtaining necessary right of way, which is a requirement in order that the project may proceed.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ts

6a

File

Salem, Oregon
April 13, 1949

Mr. H. G. Smith

The State Highway Commission has approved the transfer of Federal Aid Secondary Highway Funds in Sherman County from the Locust Grove-Wasco Section to the Scott Canyon Section of the Scott Canyon County Road. The Commission authorized a survey and preparation of right of way descriptions.

You may proceed with the survey when personnel is available.

W. C. Williams

WCW:me

RECEIVED
APR 8 1949
FOR FILING

Const
R/W
Co. Roads

April 6, 1949

Sherman

Oregon State Highway Commission

Gentlemen:

I attach hereto a copy of a letter addressed to you by C. A. Tom, County Judge of Sherman County. You will note that the Judge requests that funds being tentatively considered for improvement of the Locust Grove-Wasco Section of the Fulton Canyon Federal-aid Secondary Highway be transferred to the Scott Canyon Section of the Scott Canyon Federal-aid Secondary Highway.

Our engineers have investigated the two roads, and it is believed that the Scott Canyon Section should have priority by reason of the large amount of wheat traffic and the fact that it is impassable at certain times of the year.

The amount tentatively allocated to the Fulton Canyon Road was $100,000, and it is my recommendation that the funds be transferred for use on the Scott Canyon Section, as requested by the Sherman County Court. If you approve the transfer of funds, I would appreciate your approval for making the necessary location survey, so that the County of Sherman may proceed with the acquisition of the right of way.

This matter will be on the next agenda.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

cc: W. C. Williams
H. G. Smith

JUDGE
C. A. TOM
RUFUS, OREGON

COMMISSIONERS
VERNON I. MILLER
RUFUS, OREGON
LESTER WILSON
KENT, OREGON

COUNTY COURT
COUNTY OF SHERMAN
MORO, OREGON

Mar. 30, 1949

NOTED
W. C. WILLIAMS

State Highway Commission
Salem, Oregon

Gentlemen:

It is requested by the Sherman County Court that F.A.S. funds tentatively appropriated for the Locust Grove-Wasco Section of Sherman County Road be transferred to the Scott Canyon Section of F.A.S. County Road.

The Locust Grove-Wasco Section is a graveled surfaced road suitable for all weather traffic. The Scott Canyon Section is unimproved and impassible to traffic during inclement weather. A new $175,000 grain elevator has been built at Rufus and the Scott Canyon road is needed to allow the great amount of wheat grown tributary to the Scott Canyon road to reach the elevator. Also traffic on the Scott Canyon road is as heavy as on the Locust Grove-Wasco road.

Your engineers have inspected the two roads and I believe they will concur in our position as to the preference for the Scott Canyon Section.

Sherman County will at its own cost acquire Right-of-Way for the Scott Canyon road.

Yours truly,

Sherman County Court

C. A. Tom
County Judge

CAT:cm

RECEIVED
[illegible]

File

RECEIVED
APR 15
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 4th, 1949

978W sherman

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

Dear Sir:

I do not feel that any more investigation is necessary on the Rufus-Scott Canyon federal aid secondary, and I suggest you ask the Commission for authority to survey the entire 3.2 miles which is on the federal aid secondary system. Inasmuch as some development will be required, any rough reconnaissance would be very inadequate in determining the cost.

Very truly yours,

H G Smith

H. G. Smith
Construction Engineer

HGS:AR

RECEIVED
FEB 3 1949
FOR FILING

Salem, Oregon
February 2, 1949

Sherman

Mr. H. G. Smith
Construction Engineer
Office

In our original suggested program for the next two-year construction period, we included, in Sherman County, an item of $100,000 for the Locust Grove-Wasco Section of the Fulton Canyon County Road. When this matter was referred to the county court to determine whether they would provide the necessary right of way, they replied that they preferred that the money be spent on the Rufus-Scott Canyon Federal Aid Secondary Highway.

I authorized Mr. Cooper to contact the county court, discuss the matter with them, and look over the roads in question. Mr. Cooper did so, and rendered a report, which is attached hereto, recommending that we accede to the court's wishes and improve the Rufus-Scott Canyon Section in lieu of the Locust Grove-Wasco Section. This matter was also taken up with Mr. Schaupp by the county court, and Mr. Schaupp, at the last meeting, indicated to me that the county's wishes should be acceded to.

Will you please have an investigation made of the Rufus-Scott Canyon Section to determine what improvement can be made with $100,000, and submit a project on this road. As soon as your information is received, we will request the Highway Commission for authority to make the necessary survey.

W. C. Williams
Assistant State Highway Engineer

WCW:me

Encl.

FORM E-90 10M 6-48 23439

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 21, 1949

SUBJECT: Report on Assignment 978,
Sherman County F.A.S. Project

To: Mr. W. C. Williams
OFFICE

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

I have discussed the matter of an F.A.S. project on a county road in Sherman County at length with the Court and also made a field inspection accompanied by the entire Court.

There are but two F.A.S. county roads in Sherman County, the Rufus-Scott Canyon and Fulton Canyon-Wasco.

In our preliminary letter to the county we proposed the oiling of the Locust Grove-Wasco section of the Fulton Canyon road. The county made a counter proposal that we improve the Rufus-Scott Canyon from U.S. 30 southerly as far as the funds would allow.

A study of the map of Sherman County brings out the fact that there are only 3 places in the county where roads may feasibly be connected with the Columbia River Highway; namely, just east of Miller, near Biggs and at Rufus. At two of these points (Miller and Biggs) there is now a good oiled road or highway. These two outlets are roughly parallel and only 2 or 3 miles apart for their entire length northwesterly from Wasco.

Sherman County is roughly bisected by U.S. 97 and almost all roads south of Wasco connect with 97. The principal route for produce shipped out of the county south of Wasco is east or west to 97 or to the Union Pacific railroad and thence northerly to the Columbia River.

North of Wasco the picture changes. U.S. 97 bears almost northwest, leaving a large area comprising about two townships that, at the present, is not tapped by any very well improved modern road. The area I refer to is townships 2 and 3 north and 17 and 18 east. The natural outlet for this area is northerly into Rufus. The alternative is to back haul their produce to Klondike or Wasco and pay a higher freight rate (about 1¢ per bushel).

With this background I will summarize as follows:

The County Court unanimously requests that the Rufus-South road be improved rather than the Wasco-West. Their contention is that it will serve as a needed outlet for more people and tonnage.

The Wasco-West road is now an un-oiled macadam in good condition.

I recommend that we follow the Court's wishes and improve the Rufus-Scott Canyon section.

Forrest Cooper

Forrest Cooper
Engineer, County and City Relations

FC:MM

RECEIVED
DEC 2 1948
FOR FILING

File

December 1, 1948

Fulton Canyon

NOTED
W. C. WILLIAMS

County Court of Sherman County
Moro, Oregon

Gentlemen:

In considering the construction program for the years 1949 and 1950, the Highway Commission is considering, among other projects, the grading and surfacing of the Locust Grove-Wasco Section of the Fulton Canyon County Road, which is FAS No. 378. The section is approximately 4.5 miles in length and is estimated to cost $100,000.

As this road is not on the State Highway System, the Commission will consider its improvement with State and Federal funds only in the event that necessary rights of way will be acquired by the County without cost to the State. A minimum 60-foot right of way will be required on existing locations. Where a new route is selected, requiring the purchase of all new rights of way, the minimum right of way required would be 80 feet, but existing rights of way with a minimum of 60 feet will be accepted on existing roads, unless additional width is necessary for slopes or drainage.

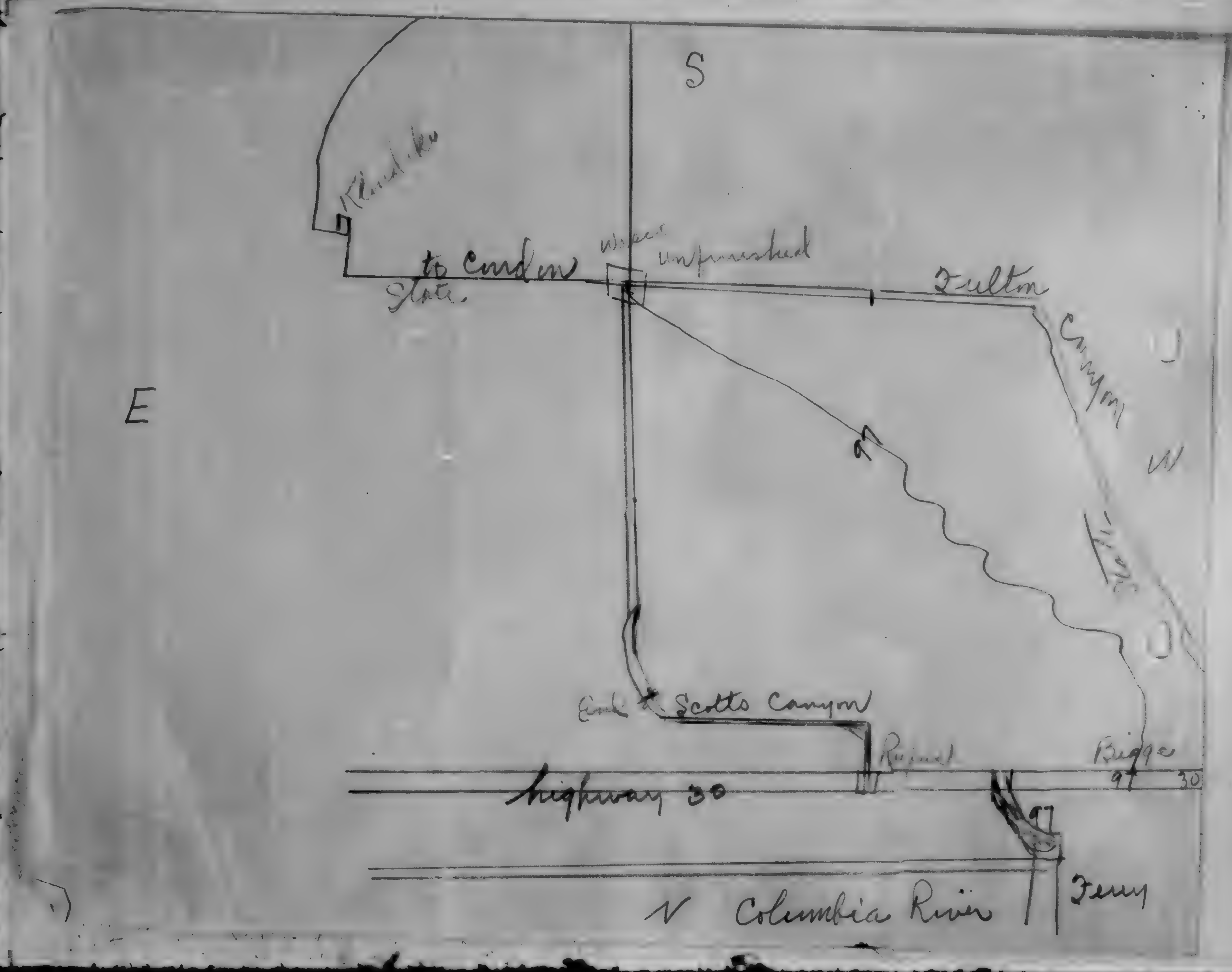
NOTED
W. C. WILLIAMS

Mr. Forrest Cooper, City and County Relations Engineer, or his representative, will contact you shortly and go over the project and endeavor to answer any questions you may have with regard to the project. After this visit, would appreciate an answer from you.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc: Forrest Cooper


S
Klondike
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End of Scotts Canyon
Rufus
Biggs
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highway 30
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N
Columbia River

F-158(6) Pumping Plant Hill-Ontario 1949
Sec., Old Oregon Trail Hwy.
#3275

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MAR 19 1951
FOR FILING

7-158(2)

3275

B. H. Baldock

March 9th, 1951

FINAL COST ANALYSIS

Pumping Plant Hill-Ontario Section
Contract #3275

Grade, Surface and Pave
C. E. Leseberg, Contractor
L. C. Johnson Resident Engineer

Old Oregon Trail Highway
Prefix 23-1042-201(41)

Item	Amount	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Clearing & Grubbing	All		$	$	$109.78	$250.00
Struct. Exc., Unclass.	378.2	Cu. Yd.	2.98	2.00	1,126.45	756.40
Trench " "	178.6	" "	1.82	2.00	321.37	353.60
Special Borrow	83,611.1	" "	0.24	0.28	19,786.56	23,411.11
General Exc., Unclass.	17,727.8	" "	0.24	0.18	4,287.65	3,191.00
Short Overhaul	20,557.7	Yd. Sta.	0.029	0.02	591.23	411.15
Long "	55.1	C-Yd. Sta.	0.66	0.40	36.44	22.04
Truck Haul on Special Borrow	116,787.5	Yd. Mi.	0.08	0.09	9,393.15	10,510.88
Rounding Cutbanks	1,425	Lin. Ft.	0.22	0.20	317.12	285.00
Finishing R/B & Slopes	5.72	Mile	229.93	300.00	1,315.22	1,716.00
12" Concrete Pipe	873	Lin. Ft.	1.05	1.05	914.15	916.65
18" " "	114	" "	2.26	2.40	258.05	273.60
24" " "	186	" "	3.42	3.60	635.62	669.60
36" " "	48	" "	7.37	8.00	353.92	384.00
18" " Siphon Pipe	225	" "	2.54	2.40	570.76	540.00
Class "A" in Misc. Structures	17.13	Cu. Yd.	44.28	43.00	758.69	736.59
Salvaging Culvert Pipe	60	Lin. Ft.	0.55	2.00	33.17	120.00
Class "A" in Box Culverts	92.04	Cu. Yd.	37.08	36.00	3,412.84	3,313.44
Metal Reinforcement	16,634	Lb.	0.149	0.145	2,484.27	2,411.93
Pit Run Gravel in Base	35,831	Cu. Yd.	0.61	0.56	21,783.65	20,065.36
3/4"-0" Gravel in Base and Shldrs.	8,484.5	" "	1.81	2.25	15,321.10	19,090.13
Sprinkling	2,731.45	M/Gal.	1.69	2.00	4,606.98	5,462.90
*Preparation of Base	5.72	Mile	48.68	150.00	278.46	858.00
*3/4"-0" Gravel in Binder Course	922	Cu. Yd.	2.95	3.25	2,722.13	2,966.50

CTED
State Highway Engineer

Item	Amount	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
*Furn. & Place RC-3 in Binder Course	149.18	Ton	$35.84	$39.00	$5,346.56	$5,818.02
*Class "B" Asphaltic Concrete	13,217.73	"	5.31	5.75	70,222.71	76,001.95
3/4"-½" Cr. Mat'l. in S.P.	1,928.3	Cu. Yd.	1.80	2.00	3,472.40	3,856.60
½"-¼" " " " "	1,951.7	" "	1.80	2.00	3,506.92	3,903.40
¼"-0" " " " "	962.6	" "	1.80	2.00	1,749.39	1,925.20
PA #1, Furn. & Install 12" Concrete Pipe	201	Lin. Ft.	1.68	2.15	338.31	432.15
PA #1, Furn. & Install 12" Valve in Diversion Box	1	Each	6.83	8.50	6.83	8.50
PA #2, Furn. & Install 10" Concrete Siphon Pipe	54	Lin. Ft.	1.29	1.90	69.69	102.60
PA #3, Furn. & Install 12" Concrete Gate & Raise Valve & Floor in Concrete Box	All				14.02	17.50
PA #3, Furn. & Install 12" Concrete Irrigation Pipe	150	Lin. Ft.	0.79	1.25	118.89	187.50
PA #3, Furnish & Install 3 Outlets	3	Each	11.34	11.01	34.02	33.03
PA #4, Cement Adjustment, Favor of State	- 1.056	Bbl.		3.4122		- 3.60
*PA #5, Em. Asphalt in Seal Coat	67.44	Ton	51.74	55.00	3,489.45	3,709.20
*PA #5, ¼"-0" Aggregates in Seal Coat	405	Cu. Yd.	3.73	4.25	1,510.79	1,721.25
*PA #6, Purchase of 85-100 Asphalt in Bbls.	25.25	Ton	27.12	27.30	684.90	689.33
SP Screen Rejects on Road	8,315	Cu. Yd.	0.25	0.25	2,078.55	2,078.55
SP Hauling Screen Rejects on Road	828.33	Yd. Mi.	0.12	0.12	994.00	994.00
SP Haul Adj., Favor of State	- 557.5	" "	0.10			- 55.75
Deduction - Cost of Patching Prime Coat by State Forces Chargeable to Contractor						- 389.04
					$185,056.19	$199,776.47

	Cost	Revenue	Profit	% Profit
Work Done by C. E. Leseberg	$112,704.96	$120,994.07	$8,289.11	6.9
Work Done by J. C. Compton Co.	72,351.23	78,782.40	6,431.17	8.2
	$185,056.19	$199,776.47	$14,720.28	7.4

Detail of Cost

C. E. Leseberg

Labor:				
Supervision			$2,854.50	
Labor			33,041.53	
Labor Insurance			1,598.72	$37,494.75
Materials:				
Concrete Pipe:				
12" Concrete Pipe	873 lin. ft.	at $0.80	$ 698.40	
18" " "	114 " "	" 1.80	205.20	
24" " "	186 " "	" 2.70	502.20	
36" " "	48 " "	" 6.00	288.00	
18" " Siphon Pipe	225 " "	" 1.95	438.75	
12" " Pipe	201 " "	" 0.85	182.75	
10" " Siphon Pipe	54 " "	" 0.85	45.90	
12" " Irrigation Pipe	150 " "	" 0.55	82.50	
12" Valve	1 each	" 5.25	5.25	2,448.95
Equipment Rental & Miscellaneous:				
Equipment Rental			$36,068.80	
Rented Equipment			11,545.00	
Gas, Oil and Grease			12,497.67	
Royalty on Gravel Pit			125.00	
P.U.C. Fees			687.00	
P.L. & P.D. Insurance			560.72	
Small Tools & Misc.			2,194.00	
Bond			935.86	
Home Office & General Overhead			1,629.82	66,243.87
Subcontract on Concrete Work				6,517.39
Total Cost				$112,704.96

Detail of Cost

J. C. Compton Co.

Labor:			
Supervision		$1,444.18	
Labor		20,180.69	
Labor Insurance		1,168.39	$22,793.26
Materials:			
RC-3 Asphalt	149.18 Ton at $12.60	$1,879.67	
85-100 Asphalt	650.35 " " 10.30	6,698.61	
Emulsified Asphalt	67.44 " " 24.36	1,642.78	
Freight on RC-3	149.18 " " 16.00	2,386.88	
" " 85-100	650.35 " " 16.00	10,405.60	
" " Em. Asphalt	67.44 " " 14.00	944.16	
Demurrage on Asphalt		62.64	24,020.34
Equipment Rental & Misc.:			
Equipment Rental		$10,904.85	
Rented Equipment		3,786.74	
Gas, Oil and Grease		4,532.33	
Fuel Oil	26,007 Gal. at $0.09	2,348.13	
Kerosene		37.09	
P.U.C. Fees		155.90	
Freight		235.69	
Travel & Expenses		875.36	
Lumber		11.50	
Bond		550.54	
Small Tools & Misc.		854.00	
Home Office & General Overhead		1,245.50	25,537.63
Total Cost........................			$72,351.23

Breakdown of Blacktop Costs

	Cost	Amount	Unit	Unit Cost
Move	$5,396.10	13,217.73	Ton	$0.41
Set Up	2,936.38	"	"	0.22
Haul Asphalt	822.92	"	"	0.06
Feed Plant	1,692.25	"	"	0.13
Plant Operation	15,206.35	"	"	1.15
Haul to Street	6,239.60	"	"	0.47
Street Work	8,386.34	"	"	0.63
Asphalt	6,858.87	"	"	0.52
Freight on Asphalt	10,551.89	"	"	0.81
Aggregates	9,978.11	"	"	0.75
Flag	2,153.90	"	"	0.16
Total Cost				$5.31

Remarks:

This was a "Regular Federal Aid Project" calling for the reconstruction, rocking and paving of 5.72 miles of highway roadbed. The project was bid and awarded December 20th, 1949, work was started January 25th, 1950, and completed September 29th, 1950.

All items of the contract, with the exception of the concrete items and the asphaltic concrete items, were handled by the contractor. The building of the concrete box culvert and miscellaneous concrete work was subcontracted to a local firm, and the mixing and placing of the asphaltic concrete pavement was subcontracted to the J. C. Compton Company.

Equipment used by the contractor consisted of a ½ cubic yard shovel, two D-8 tractors and dozers, one D-7 tractor and dozer, three rented DW-10 wheel tractors, two blades, one 10 ton roller, three 6 cubic yard trucks, one 5 cubic yard truck, one portable Cedar Rapids crusher plant, one loader, one heavy duty transport, two water wagons, one grease wagon, two pickups and miscellaneous small equipment.

Equipment used by the subcontractor on blacktop consisted of one blade, two 10 ton rollers, one 1,500 gallon distributor, one oil transport, four 5 cubic yard dump trucks, one D-4 tractor and dozer, one paver, one 3 car retort, one 3,000# paving plant, two pickups, one panel truck, one grease wagon and miscellaneous small equipment.

This contract was the first major project undertaken by the contractor. Progress on grading was slow due to lack of proper supervision, but excellent yardage was made on special borrow and pit run gravel. A good profit was made on special borrow, but an extremely low bid price on pit run gravel resulted in a loss. Very good progress was made crushing the aggregates for blacktop, the plant averaging from 90 to 100 cubic yards per hour, but on all materials that required scalping the average production slumped to slightly less than 40 cubic yards per hour. Labor costs were held to a minimum on all crushing, and all crushing items except blacktop aggregates showed a profit. Blacktop aggregates were sold to the subcontractor for $0.75 per ton in piles at the plant and were produced for approximately the same amount.

Asphaltic concrete pavement was produced by the subcontractor for $5.31 per ton in place. Production was slightly lower than usual, but low aggregate prices from the contractor and low asphalt cost per ton due to the mix which required only 4.7% asphalt allowed the low cost per ton.

This job was well handled with the exception of grading both by the contractor and subcontractor, but low bid prices on almost all items allowed only a nominal profit.

E. H. Clymer
Cost Analyst

By . . C. E. Paulsen

RECEIVED
JAN 10 1951
FOR FILING
7-158(6)

3275

OREGON STATE HIGHWAY COMMISSION
(date)
Jan. 9, 1951

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3275	8-final	C. E. Lesseberg	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
21903	6798	$ 5,977.75	Jan. 9, 1951

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A A Wicklander
ACCOUNTING DIVISION

Specified Completion Date: Sep. 30, 1950

Time Extensions: None required

Completion Date: Sep. 29, 1950

Date Accepted: Oct. 26, 1950

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-9-51

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: JAN 10 1951
a. a. Wicklander

NOTED ON CARD

RECEIVED
DEC 15 1950
FOR FILING

7-158(6)

2275

December 14, 1950

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco, Calif.

Gentlemen:

Please be advised that State Highway Contract No. 3275, for work on the Pumping Plant Hill-Ontario Section of the Old Oregon Trail in Malheur County, has been completed by the contractor, C. E. Leseberg, and that final payment in the amount of $5,977.75 will be made on or after December 26, 1950.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

For your information we wish to advise that the total contract amount is $199,776.47, and that no force account work was performed on the job. This contract was completed on September 29 and accepted by the Commission on October 26, 1950.

We are sending you this notice as your Company is surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. Bernard Eastman
P. O. Box 2
Nyssa, Oregon

NOTED ON CARD

[illegible]

RECEIVED
OCT 30 1950
FOR FILING

7-158(6)

3275

October 27, 1950

Glens Falls Indemnity Co.
Pacific Coast Dept.
Mills Tower
San Francisco, Calif.

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to C. E. Leseberg on contract No. 3275, covering the Pumping Plant Hill-Ontario Section of the Old Oregon Trail in Malheur County. This payment, in the amount of $10,127.86, will be made on or after November 6, 1950. The retained percentage is $5,993.78.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Bernard Eastman
P. O. Box 2
Nyssa, Oregon

NOTED ON CARD

Form E-1—10M—7-50

7,158 (6)

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct. 21, 1950

Section Pumping Plant Hill - Ontario

Kind of work Grading, Surfacing, and Paving

Highway Old Oregon Trail

Section prefix 23-1042

Contractor C.E. Leseburg

Contract number 3275

Date of contract January 16, 1950

Date of completion Sept. 30, 1950

Date work started January 25, 1950

Estimated date of completion Sept. 30, 1950

Amount of contract . . . . $ 198,187.50

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering . . . . $ 199,736.49

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date $ 13,456.64, 6.7 %

Date project was completed Sept. 29, 1950

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The semi-final estimate was submitted Monday, Oct. 16.

NOTED
[illegible]

NOTED
H. W. LIBBY

NOTED
B. A. MARTIN

Signed Lloyd C. Johnson By W.A. Hamilton

Address Box 402 Ontario, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	5.72	5.72	6.15	5.72	5.72
Miles partially completed					
Miles completed	5.72	5.72	6.15	5.72	5.72
Total estimated quantities	100,000	53,100	6,000	880 cy 130 ton	13,300 ton
Estimated quantities moved or placed to date	108,213.4	44,315	4,525.4	1,327 cy 216.62 ton	13,217.73
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
CONSTRUCTION ENGINEER

RECEIVED
OCT 6 1950
FOR FILING

F-158(6)

3275

October 2, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was completed on September 29, 1950, on Contract No. 3275, Pumping Plant Hill-Ontario Section, in connection with Federal Aid Project No. F-158 (6).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:gs

cc: John Cattrell

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FOR FILING

DISTRICT
MONTANA
OREGON
IDAHO
WASHINGTON

F-158(6)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

August 28, 1950

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the special provisions for emulsified asphalt seal coat for Oregon project F-158(6), Pumping Plant Hill-Ontario Section, which provisions were apparently prepared by Division Engineer Chidsey.

Under Emulsified Asphalt, we note the material shall conform to the "current A.A.S.H.O. Designation M-51." The 1950 edition of the A.A.S.H.O. specifications combined the emulsions into one specification M 140-49, and we suggest that future special provisions refer to the latest A.A.S.H.O. designation.

Very truly yours,

T M Davis
T. M. DAVIS
District Engineer

Copy to Probert

TMD:re

RECEIVED
AUG 28 1950
FOR FILING

F-158(6)

3275

August 25, 1950

Mr. T. M. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to special provisions for seal coat on Oregon F-158 (6), Pumping Plant Hill-Ontario Section. You advised that my letter of August 18 stated that these specifications have been approved as standard and you advise that "....we wish to call your attention to the fact that these specifications have neither been submitted nor approved as standards."

Perhaps the letter was not entirely clear, but we certainly did not intend to imply that the specifications had been approved as standard for the Bureau of Public Roads. In fact we know of very few, if any, items that have been approved as standard. What we meant to imply was that these had been approved as standard provisions for the Oregon State Highway Department. Necessarily your approval or disapproval would be based upon individual projects as submitted.

We are aware of your desire that we advise you of any material changes in our specifications, and we wish to assure you that we will do our very best to advise you in each instance of any material departure from previous standard provisions.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

August 24, 1950

W. C. WILLIAMS

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Williams' letter of August 18th submitting special provisions for seal coat on Oregon F-158(6), Pumping Plant Hill-Ontario Section.

We note Mr. Williams states these specifications have been approved as standard for this type of work, and we wish to call your attention to the fact that these specifications have neither been submitted nor approved as standards.

Very truly yours,

T. M. DAVIS
District Engineer

TMD:re

RECEIVED
AUG 24 1950
FOR FILING

7-158(6)

3275

August 18, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith are six copies of the special provisions covering the application of seal coat to accompany Price Agreement No. 5, Pumping Plant Hill–Ontario Section of the Old Oregon Trail Highway in Malheur County, Contract No. 3275, Federal Aid Project No. F-158 (6).

These specifications have been approved as standard for this type of work. They were not included with the price agreement because of previous approval.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

Encl.
ESP:nd

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

August 17, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Price Agreement No. 5 covering seal coat for Oregon Project F-158(6), Pumping Plant Hill-Ontario Section.

This price agreement refers to the "provisions which are attached hereto". These provisions were not submitted with the price agreement and before recommending for approval we will require copies to attach to the agreement. Will you therefore please send us six copies at your earliest convenience.

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
AUG 21 1950
FOR FILING

F-158-(6)

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

August 18, 1950

Mr. T. M. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

[illegible]
W. C. WILLIAMS

Dear Sir:

Relative to your letter of August 17 concerning seal coat for Oregon Project F-158 (6), Pumping Plant Hill-Ontario Section, we advise you as follows:

Prior to April of 1950 we had been using, on our asphaltic concrete pavements, a spread of asphalt-covered sand or chips as an aid to sealing the pavement. We determined that this seal was not satisfactory as, while it helped to tighten the surface of the pavement, it did not provide a positive seal. Extensive investigations indicated that with the use of the asphalt-covered sand it was necessary to use a higher content of asphalt, and this resulted in considerable bleeding and slippery surface when subjected to heavy truck loads. Our investigations further determined that we could provide for a lower asphaltic content, which would eliminate the bleeding and slippery condition, providing a positive seal was obtained, and such positive seal could be obtained only by the substitution of the emulsified asphalt and ¼" - 0" mineral aggregate.

We respectfully request your approval of the emulsified asphalt seal on the Pumping Plant Hill-Ontario Section and will submit to you very shortly a request for approval of the same type of seal on the following projects:

Halsey-Crawfordsville	S-230 (3)
Tillamook-Pleasant Valley	F 137 (3)
Jordan Creek-McNamara	F-191 (10)

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams ✓

[illegible]

August 17, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Price Agreement No. 5 covering a change in the type of seal coat for the pavement being placed on Oregon Project F-158(6), Pumping Plant Hill-Ontario Section. It is noted this price agreement calls for Emulsified Asphalt at $55.00 per ton and 1/4"-0" mineral aggregate at $4.25 per cu.yd. at a total cost of $4787.50.

Page 22 of the approved special provisions (and included in the contract), for this project provide a specification for top seal when so ordered by the engineer, however there is no similarity between the top seal as provided for in the contract and that covered by price agreement No. 5.

It is apparent that the special provisions contemplated a spread of asphalt covered sand or chips, reference being made to Section 30-21 of the Standard Specifications. The Price Agreement however is more in the nature of an armour coat, and refers to Section 26 of the Standards. While we do not question that the top seal as provided for in the price agreement will provide a satisfactory seal at the same time we are concerned with decided changes such as this being made without being called to our attention or any justification advanced.

A review of the projects show that beginning with the April 1950 meeting the special provisions for the following projects carry the top seal as now proposed in the price agreement.

Alsea Highway S-229(2)
Goshen-Creswell F-161(15)
Coos Bay F-141(12)
Chrome Plant-Cedar Point F-172(6)
Brookings-State Line F-119(3)
Dillard Bridge approaches FI-78(14)

However projects contracted prior to April 1950 carry the same special provisions as are now abandoned on the Pumping Plant Hill-Ontario project and if these specifications are also to be changed we should be notified at once with justification for the change. These projects are:

Halsey-Crawfordsville S-230(3)
Tillamook-Pleasant Valley F 137(3)
Jordan Creek-McNamara F-191(10)

In view of the size of the cover stone (1/4"-0"), we suggest the quantity of aggregate passing the 10 mesh be carefully controlled otherwise it seems probable the emulsified asphalt may combine with the fines to such an extent that some of the larger particles or chips may not stick. We note also the use of uncrushed aggregate is permitted.

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
FOR FILING

Department of Commerce
BUREAU OF PUBLIC ROADS
~~PUBLIC ROADS ADMINISTRATION~~
~~FEDERAL WORKS AGENCY~~
DIVISION EIGHT

ALASKA
MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

May 11, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon F-158(6)
Pumping Plant Hill

Dear Sir:

We are forwarding herewith for your files an executed copy of the project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: LJCaufield
L. J. Caufield
Principal Highway Engineer

Encl.

Jken

Revised 1946)

CPR8 9

State Oregon

Federal Aid Project No. F-158(6)

PUBLIC ROADS ADMINISTRATION

FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 2nd day of May, 1950,

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 26th day of August, 1949, a program, which was approved on the 17th day of November, 1949, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 2nd day of December, 1949; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred twenty-four thousand and 00/100 dollars (124,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16—11879-8

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 1247+16 in the NW 1/4, Section 2, T. 17 S., R. 47 E., W.M., and survey station 1552+32.56 in the SE 1/4, Section 33, T. 17 S., R. 47 E., W.M., except stations 1507+93.75 to 1511+44.60, length 5.722 miles, in Malheur County, being Oregon Federal Aid project No. F-158(7), consisting of 5.722 miles of roadway and no bridges, ea[illegible] more than 20 feet clear span, of [illegible]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred twenty-four thousand and 00/100 dollars ($ 124,000.00 which does not exceed the authorized Federal pro rata share of two hundred seven thousand six and 25/100 dollars ($ 207,006.25, the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Ben R. Chandler

Chairman, State Highway Commission
(Title of officer)

By M. K. McIver

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Attest H. B. Glaisyer
SECRETARY

RECOMMENDED FOR APPROVAL

STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS,

By
Acting *Division Engineer,*
Public Roads Administration.

RECEIVED
MAY 10 1950
DIVISION 8

RECEIVED
MAY 9 - 1950
OREGON DISTRICT

RECEIVED
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FOR FILING

F-158(6)

March 31, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate as basis for project agreement for the Pumping Plant Hill-Ontario Section, Project No. F-158 (6).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWM:gm

Encl.

Oregon State Highway Commission   Federal Aid Project No. F-158 (6)

PUMPING PLANT HILL-ONTARIO SECTION OF THE OLD OREGON TRAIL IN MALHEUR COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 30, 1950

Type Code 6201

Roadway (Sta. 1247+16 to 1552+32.56)

All Required		Clearing and Grubbing		$ 250.00
400	cu. yds.	Structural Excavation, Unclassified	$ 2.00	800.00
70	cu. yds.	Trench Excavation, Unclassified	2.00	140.00
97,000	cu. yds.	Special Borrow Excavation, Unclassified	0.28	27,160.00
21,000	cu. yds.	General Excavation, Unclassified	0.18	3,780.00
52,200	yd. stas.	Short Overhaul	0.02	1,044.00
700	C-yd. stas.	Long Overhaul	0.40	280.00
121,000	yd. mi.	Truck Haul on Special Borrow	0.09	10,890.00
2,000	lin. ft.	Rounding Cutbanks	0.20	400.00
5.72	miles	Finishing Roadbed and Slopes	300.00	1,716.00
1,200	lin. ft.	12" Concrete Pipe	1.05	1,260.00
260	lin. ft.	18" Concrete Pipe	2.40	624.00
180	lin. ft.	24" Concrete Pipe	3.60	648.00
40	lin. ft.	36" Concrete Pipe	8.00	320.00
70	lin. ft.	18" Concrete Siphon Pipe	2.40	168.00
16	cu. yds.	Class "A" Concrete in Miscellaneous Structures	43.00	688.00
260	lin. ft.	Salvaging Culvert Pipe	2.00	520.00
110	cu. yds.	Class "A" Concrete in Box Culvert	36.00	3,960.00
18,700	lbs.	Metal Reinforcement	0.145	2,711.50
45,000	cu. yds.	Pit-run Gravel in Base	0.56	25,200.00
8,100	cu. yds.	3/4" - 0" Gravel in Base and Shoulders	2.25	18,225.00
1,200	M-gal.	Sprinkling	2.00	2,400.00
5.72	miles	Preparation of Base	150.00	858.00
800	cu. yds.	3/4" - 0" Material in Binder Course	3.25	2,600.00
130	tons	RC-3 Asphalt in Binder Course	39.00	5,070.00
13,300	tons	Class "B" Asphaltic Concrete	5.75	76,475.00
			Subtotal	$188,187.50
			10% Engr. & Cont.	18,818.75
			Total	$207,006.25

Length of Roadway	5.722 miles
Length of Bridge (Exception)	.057 mile
Total Length	5.779 miles
Cost per mile, Roadway	$36,177.25

Federal Aid Funds- -	$124,000.00
State Funds- -	83,006.25
	$207,006.25

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

November 29, 1949

Mr. T. M. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

F-158(6)

Dear Sir:

We are enclosing six copies of estimate and four copies of right of way statement to accompany plans and specifications for the Pumping Plant Hill-Ontario Section, Project No. FI-158 (6).

Six bid proposals and one set of full size plans are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.
JWN:md

Oregon State Highway Commission Federal Aid Project No. ~~FI~~-158 (6)
F—

PUMPING PLANT HILL-ONTARIO SECTION
OF THE OLD OREGON TRAIL IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, November 29, 1949

Type Code 6201

Roadway (Sta. 1247+16 to 1552+32.56)

All Required		Clearing and Grubbing		$ 2,000.00
400	cu. yds.	Structural Excavation, Unclassified	$ 3.00	1,200.00
70	cu. yds.	Trench Excavation, Unclassified	3.00	210.00
97,000	cu. yds.	Special Borrow Excavation, Unclassified	0.30	29,100.00
21,000	cu. yds.	General Excavation, Unclassified	0.30	6,300.00
52,200	yd. stas.	Short Overhaul	0.02	1,044.00
700	C-yd. stas.	Long Overhaul	0.50	350.00
121,000	yd. mi.	Truck Haul on Special Borrow	0.15	18,150.00
2,000	lin. ft.	Rounding Cutbanks	0.15	300.00
5.72	miles	Finishing Roadbed and Slopes	300.00	1,716.00
1,200	lin. ft.	12" Concrete Pipe	2.00	2,400.00
260	lin. ft.	18" Concrete Pipe	3.50	910.00
180	lin. ft.	24" Concrete Pipe	4.50	810.00
40	lin. ft.	36" Concrete Pipe	8.50	340.00
70	lin. ft.	18" Concrete Siphon Pipe	4.00	210.00
16	cu. yds.	Class "A" Concrete in Miscellaneous Structures	60.00	960.00
260	lin. ft.	Salvaging Culvert Pipe	1.50	390.00
110	cu. yds.	Class "A" Concrete in Box Culvert	60.00	6,600.00
18,700	lbs.	Metal Reinforcement	0.12	2,244.00
45,000	cu. yds.	Pit-run Gravel in Base	0.75	33,750.00
8,100	cu. yds.	3/4" - 0" Gravel in Base and Shoulders	2.50	20,250.00
1,200	M-gals.	Sprinkling	2.50	3,000.00
5.72	miles	Preparation of Base	150.00	858.00
800	cu. yds.	3/4" - 0" Material in Binder Course	4.25	3,400.00
130	tons	RC-3 Asphalt in Binder Course	46.00	5,980.00
13,300	tons	Class "B" Asphaltic Concrete	6.50	86,450.00
			Subtotal	$228,922.00
			10% Engr. & Cont.	22,892.20
			Total	$251,814.20

Length of Roadway	5.722 miles
Length of Bridge (Exception)	.057 mile
Total Length	5.779 miles
Cost per mile, Roadway	$44,008.07

Federal Aid Funds	$135,000.00
State Funds	116,814.20
	$251,814.20

PUMPING PLANT HILL-ONTARIO SECTION

PROJECT NO. FI-158 (6)

While negotiations for rights of way are in progress five parcels have not been secured nor has the right to occupy and use these parcels been secured but it is now believed that all necessary rights of way can be made fully available within eighteen days.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

November 29, 1949

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX 3900
PORTLAND 8, OREGON

December 2, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.&E. documents for Oregon Project F-158(6), Pumping Plant Hill-Ontario Section of the Old Oregon Trail, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification all rights-of-way or rights-of-entry have been acquired.

Please send us a copy of the test report covering the gravel pit at M.P. 413.15.

Sent.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

RECEIVED
DEC 6 1949
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 10 1950
FOR FILING

7-158(6)

REFERRED TO
Smith
By Asst. Chief Engineer

Please start work as soon as possible. Advise when work starts. WCW.

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 8, 1950

SUBJECT: Our Files 15813 and 15899
John Mosso
Pumping Plant Hill-Ontario Section
Old Oregon Trail Highway
Malheur County, Oregon

To: Mr. W. C. Williams
Assistant State Highway Engineer

OFFICE

NOTED
W. C. WILLIAMS

Dear Mr. Williams:

As you know, there is a controversy between the Department and John Mosso with respect to the purchase of right of way and a gravel pit on the Pumping Plant Hill-Ontario Section of the Old Oregon Trail Highway, in Malheur County.

At the moment the Legal Department is condemning the right of way and Mr. Mosso's attorney has advised us that, in the event we did not elect to take the right of way under the option, they would not deed the gravel pit to the State, as agreed in the option. The Legal Department has requested that we immediately fence the gravel pit, unless we are stopped by Mr. Mosso. They wished to indicate that it is our intention to take possession of the property under the terms of the option and the constructing of the fence will bring the matter into the open so that we will know what action Mr. Mosso intends to take.

Can this be done?

Very truly yours,

J. M. DEVERS

By Forrest Cooper
FORREST COOPER
Right of Way Engineer

FC:MA

cc - J. M. Devers
C. W. Enfield
Earl Saling

RECEIVED
FEB 9 1950
FOR FILING

7-158(6)

February 8, 1950

Mr. C. E. Leseberg
South 2nd Street
Nyssa, Oregon

Dear Sir:

We enclose herewith a fully executed copy of contract No. 3275, which was awarded to you on January 16, 1950 by the State Highway Commission, covering the Pumping Plant Hill-Ontario Section of the Old Oregon Trail in Malheur County. This copy is for your records and files.

We are also sending an executed copy of this contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 2/[illegible]

RECEIVED
MAR 6 1950
FOR FILING
7-158(6)
3275

AGENDA
FEB 6 - 1950

4-X

January 16, 1950

G. E. Lessberg, Contractor
P. O. Box 514
Nyssa, Oregon

Re: Contract No. 3275

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for grading, paving and furnishing crushed material in stockpile on the Pumping Plant Hill-Ontario Section of the Old Oregon Trail Highway in Malheur County, based on your low bid of $198,187.50 submitted on December 20, 1949, on the condition that you will not start construction work, or trespass on the section of highway between Station 1368 and Station 1400, inclusive, within thirty days from today.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ts
Enc.

cc - S. G. Smith
Goldie Lewis
R. H. Probert
L. R. White, (S.I.A.C.)

GET CONFIRMED

SYC

SERVICE			
eck the class of service desired; otherwise this message will be sent as a full rate telegram			
FULL RATE TELEGRAM	X	SERIAL	
DAY LETTER		NIGHT LETTER	

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE			
Check the class of service desired; otherwise this message will be sent at the full rate			
FULL RATE		DEFERRED	
CODE		NIGHT LETTER	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
January 16, 1950
4:00 p.m.

C. E. Leeseberg, Contractor
P. O. Box 514
Nyssa, Oregon

State Highway Commission today awarded you contract for construction Pumping Plant Hill-Ontario Section of Old Oregon Trail, on basis your bid submitted December 20, 1949, on condition that you will not start construction work or trespass on section of highway between Station 1368 and 1400 inclusive within thirty days from today. Contract forms will be forwarded you shortly for execution.

H. B. Glaisyer, Secretary
Oregon State Highway Commission

L MESSAGES TAKEN THIS COMPANY ARE SUBJECT TO THE FOLLOWING

CLASSES O

E. Lewis

State Hwy Commission today awarded you contract
for construction Pumping Plant Del-Antonio section of
Old Ogden Road on basis your bid submitted ~~Dec~~
December 20, 1949 on condition that you will
not start construction work or trespass on section
of hwy between stations 1368 to 1400 inclusive.
Contract forms will be forwarded you shortly
for execution.

RECEIVED
JAN 30 1950
FOR FILING

F-158(6)

F/F

January 26, 1950

Mr. T. M. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was started on January 25, 1950 on Contract No. 3275, Pumping Plant Hill-Ontario Section, in connection with Federal Aid Project No. F-158 (6).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:cw

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM		SERIAL	
DAY LETTER		NIGHT LETTER	

RECEIVED
JAN 17 1950
FOR FILING

WESTERN UNION

JOSEPH L. EGAN, PRESIDENT

1206

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE		DEFERRED	
CODE		NIGHT LETTER	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

7-126-(1)

1095

SALEM, OREGON
JANUARY 16, 1950

MR. T. M. DAVIS, DISTRICT ENGINEER
BUREAU OF PUBLIC ROADS
201 FINANCIAL CENTER BUILDING
PORTLAND, OREGON

533 S.W. 6th St.

CONCURRENCE REQUESTED AWARD CONTRACT TODAY PUMPING PLANT HILL-ONTARIO PROJECT TO C. E. LESEBERG OF NYSSA. ALL REQUIRED RIGHTS OF ENTRY ARE ACQUIRED.

R. H. BALDOCK

A NEW CURTIS SERVICE
Telegraph your order for America's favorite magazines—HOLIDAY, 1 yr., $5 • the Post, 1 yr., $6 • LADIES' HOME JOURNAL, 1 yr., $3. All prices U. S. only. No charge for wire. Pay Western Union clerk for subscription or when billed by publisher.
Publisher will, on subscriber's request, refund full amount paid for copies not previously mailed. Prices subject to change without notice.

T M Davis
T. M. DAVIS
District Engineer

RECEIVED
JAN 17 1950
FOR FILING
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

January 16, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your telegram of this date advising that all rights of way or rights of entry had been obtained and requesting our concurrence in award of Oregon Project F-158(6), Pumping Plant Hill - Ontario Section of the Old Oregon Trail to C. E. Leseberg, Nyssa, Oregon, who submitted the low bid at the January 6 bid opening. In accordance with our telephone conversation today we hereby concur in award of contract to C. E. Leseberg as requested in your wire.

Very truly yours,

T M Davis
T. M. DAVIS
District Engineer

January 16, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your telegram of this date advising that all rights of way or rights of entry had been obtained and requesting our concurrence in award of Oregon Project F-158(6), Pumping Plant Hill - Ontario Section of the Old Oregon Trail to C. E. Leseberg, Nyssa, Oregon, who submitted the low bid at the January 6 bid opening. In accordance with our telephone conversation today we hereby concur in award of contract to C. E. Leseberg as requested in your wire.

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
JAN 17 1950
FOR FILING

4-155 ([illegible])

3275

Salem, Oregon
January 13, 1950

Mr. J. M. Devers

With reference to the Mosso property, which is needed in connection with construction of the Pumping Plant Hill-Ontario Section of the Old Oregon Trail in Malheur County, I am advised by Mr. Williams that these matters have apparently been satisfactorily adjusted on the following basis:

The contractor, of course, is very anxious to get started on this contract, for which he submitted a low bid last December 20. He knew of the right-of-way difficulty at the Mosso property and advised that he would be glad to give us a letter stating that he would refrain from entering upon this property for a period of thirty days, or until February 16, 1950, which is ten days after the next Commission meeting.

I am further informed by Mr. Williams that he took this matter up with Mr. T. M. Davis, of the Bureau of Public Roads, and was advised of Mr. Davis' approval. Mr. Williams then conferred with you, and it is his understanding that you approved the awarding of the contract after the letter from the contractor had been received advising that he would refrain from entering upon the property in question for a period of at least thirty days.

We expect this letter in the office Monday morning and, if the conditions as outlined above are concurred in by you, we will award the contract Monday afternoon, January 16.

The contractor on this project can do a lot of preliminary work at this time and, if such preliminary work is not done, he will be unable to complete the contract during the current year, and it would be extremely undesirable to carry over uncompleted during the winter an unfinished section on such an important highway as US30.

If you are in agreement that the contract may be awarded under the above conditions, I would appreciate your indicating your approval on the attached copy of this letter and returning it to me.

R. H. Baldock

cc: W. C. Williams
WCW:im. er

Approved:

J. M. Devers

F-186(6) Pumping Plant Hill-Ontario 1949
Sec., Old Oregon Trail Hwy.
#3275

RECEIVED
DEC 29 1949
FOR FILING

FORM E-30 25M 6-49 32602
Comit
R/W
Old Ore. Trail Hwy

File

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 28, 1949

SUBJECT: Our File 15817
Pumping Plant Hill-Ontario Section
Old Oregon Trail Highway
Malheur County

To: Mr. W. C. Williams
Assistant State Highway Engineer

OFFICE

Dear Mr. Williams:

We have received an executed option, our File 15817, from Joseph L. and William M. White, on the Pumping Plant Hill Section of the Old Oregon Trail Highway.

Messrs White have retained an access on the west side of the highway at Stations 1426+44 and 1414+80, said access not to exceed 25 feet in width and to be for non-commercial purposes only.

Your permission for granting these rights is requested.

Very truly yours,

J. M. DEVERS

By R. L. Porter
R. L. PORTER
Assistant Right of Way Engineer

RLP:MA

APPROVED:

W. C. Williams, Assistant State Highway Engineer

S-223(3) Thomas Cr.-Lyons Sec., 1950
Albany-Lyons Secon. Hwy.
#3276

RECEIVED
JUL 16 1951
FOR FILING

W. C. W

June 29th, 1951

FINAL COST ANALYSIS

Thomas Creek-Lyons Section
Contract #3276
8-223 (3)
3276

E. C. Swaggart, Contractor
Kenneth E. Bartel, Resident Engineer

Albany-Lyons Secondary
Prefix 122-1043

Description	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*2"-0" Rock in Base	26,030	Cu. Yd.	$2.10	$2.03	$52,890.51	$54,663.00
*3/4"-0" Rock in Base & Shldrs.	5,750	" "	2.20	2.03	11,672.50	12,650.00
*Sprinkling	1,657.5	M-Gal.	2.00	2.00	3,315.00	3,315.00
*Preparation of Base	8.43	Mile	175.00	175.00	1,475.25	1,475.25
*Furn. & Place Aggregates	7,841	Cu. Yd.	3.25	2.99	23,444.59	25,483.25
*Furn. & Place 121-150 Asphalt	572.69	Ton	33.50	33.50	19,185.12	19,185.12
*PA #1, 3/4"-0" Metallic Filler	1,000	Cu. Yd.	2.00	2.24	2,240.00	2,000.00
*PA #2, Furn. & Place Rapid Cure Emulsion (M-51)	106.32	Ton	37.76	37.76	4,014.64	4,014.64
2"-0" Rock Sold to Linn Co. at Plant	1,500	Cu. Yd.	1.30	1.24	1,860.00	1,950.00
					$120,097.61	$124,736.26
Less Excess Engineering Cost Due to Failure to Finish Contract on Time						- 487.01
						$124,249.25

* Work done all or part by D. F. McKenzie

Gross Revenue	$124,294.25
Total Cost	120,097.61
Net Profit	$ 4,196.64

Net Profit Equals 3.3% of Gross Revenue

NOTED
W. C. WILLIAMS

Thomas Creek-Lyons

Detail of Cost

Labor:

Supervision	$1,750.00	
Labor	20,049.31	
Labor Insurance	1,374.76	
		$23,174.07

Equipment Rentals & Miscellaneous Expense:

Equipment Rentals (Owned)	$15,299.20	
" " (Hired)	1,349.00	
Hired Trucks, Including Operators	14,446.00	
Gas, Oil & Grease	4,365.45	
Powder & Caps	2,864.89	
Drill Steel & Bit	375.80	
Misc. Small Tools & Supplies	1,391.40	
P.L. & P.D. Insurance	130.80	
Bond	726.71	
Move In, Freight & Cartage	1,320.00	
Lumber	206.85	
Royalties at $0.10 per Cu. Yd.	4,212.10	
Home Office & General Overhead	1,852.83	
		48,541.03

Work Done by D. F. McKenzie:

Street Work on 2"-0" Base Rock Street Work on 3/4"-0" in Base and Shoulders } 31,780 Cu. Yds. at $0.20	6,356.00	
Sprinkling - 1,657.5 M-Gal. at $2.00	3,315.00	
Preparation of Base - 8.43 Mile at $175.00	1,475.25	
Hauling & Placing Aggregate - 7,841 Cu. Yd. at $1.70	13,329.71	
Furnish & Placing 121-150 Asphalt - 572.69 Ton at $33.50	19,185.12	
Hauling & Placing 3/4"-0" Metallic Filler - 1,000 Cu. Yd. at $1.00	1,000.00	
Furnish & Place Rapid Cure Emulsion (M-51) 106.32 Tons at $37.76	4,014.64	
	$48,675.72	
Less McKenzie's Part of Bond	- 293.21	
		48,382.51
Total Cost		$120,097.61

Breakdown of Crushing Cost

	Cost	Quantity	Unit	Unit Cost
Move In & Set Up	$6,894.48	42,121	Cu. Yd.	$0.163
Drill & Shoot	7,970.05	42,121	" "	0.189
Load & Haul to Crusher	12,779.48	42,121	" "	0.303
Crushing	20,440.81	42,121	" "	0.485
Royalty at $0.10 per Cu. Yd.	4,212.10	42,121	" "	0.10
Total Cost in Bunker	$52,296.92			$1.24
Hauling Rock in Hired Trucks Average Haul 4.2 Miles	$17,787.74	31,780	Cu. Yd.	$0.559

Remarks:

This project is a "Federal Aid Secondary Project". The contract, calling for construction of 8.43 miles of base rock and shoulders, involving approximately 34,500 cu. yds. of crushed rock, and construction of 8.43 miles of Type B-a bituminous macadam wearing surface, was bid and awarded February 6th, 1950. Work was started June 7th, 1950, and completed September 28th, 1950.

The contractor elected to move into a private quarry (Silbernagel quarry) instead of the state-controlled quarry which has not been opened up. The Silbernagel quarry is located 2.2 miles south and east on the county road taking off at M.P. 18.36 on the Albany-Lyons Secondary Highway. The contractor paid $0.10 a yard royalty from this private quarry.

On May 26th, 1950, the contractor moved in a 3/4 cu. yd. shovel and started cleaning up quarry and excavating for crusher setup. On June 2nd, started moving in crusher, but due to other work, the contractor did not get crushing plant ready to operate until July 25th, 1950. The crushing plant consisted of 4' x 8' feeder, 24" x 36" jaw crusher, 3' Taylor, 40" x 22" set of rolls, 3-compartment wooden bunker, 4' x 14' separating screen, 3' x 12' scalping screen. The plant was powered with three diesel motors and one diesel generator unit, with conveyors and electric motors as required.

The contractor used coyote holes in shooting the quarry. The main tunnel was excavated in 53 feet and teed off 25 feet each side of main tunnel, and using 7½ tons of powder, the rock broke nicely and did not require any reshooting.

Rock was loaded with two 3/4 cu. yd. shovels and hauled with three 5 cu. yd. trucks to the crusher. The elapsed working time was 414 hours and the actual crushing time 378 hours, for an average production of 111.4 cu. yds. per hour.

Street work on base rock and 3/4"-0" rock in base and shoulders was done by D. F. McKenzie for a cost of $0.20 per cu. yd. D. F. McKenzie furnished and placed all road oil at bid price, hauled and placed aggregates at a cost of $1.70 per cu. yd.

The contractor had good equipment with excellent production, but due to low prices, he realized a very small profit from this contract.

E. H. Clymer
Cost Analyst

By . . K. T. Wechter

RECEIVED
1950
FOR FILING

3276 (CONTRACT NO.)

OREGON STATE HIGHWAY COMMISSION
(date)

Dec. 22, 1950

(EST. NO.) (CONTRACTOR)

3876 4 & 5-final E. C. Swaggart

(VOUCHER NO.) (WARRANT NO.) (AMOUNT) (DATE)

21027 B-5903 $ 3,196.52 12/22/50

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Wicklander
ACCOUNTING DIVISION

- -

Specified Completion Date: Aug. 31, 1950

Time Extensions: Extended to Sep. 30, 1950 with penalty (See Remarks)

Completion Date: Sep. 28, 1950

Date Accepted: Oct. 26, 1950

Penalties: From August 31, 1950 to the completion date

Claims: None of record

Remarks: Extension of Time was granted on this contract from Aug. 31 to Sep. 30, 1950 with the assessment of engineering penalty from Aug. 31, 1950 to the completion date.

Mr. Glaisyer - Engineering costs in the sum of 487.01 were deducted from Final Est. due to Contractor's - failure to finish job within specified time

aaw

- -

Date: 12-27-50

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:
A. A. Wicklander

NOTED ON CARD

RECEIVED
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FOR FILING

[illegible]

3276

November 27, 1950

United Pacific Insurance Co.
Fidelity and Surety Dept.
Seattle 14
Washington

Gentlemen:

Please be advised that State Highway Contract No. 3276, for surfacing on the Thomas Creek-Lyons Section of the Albany-Lyons Secondary Highway in Linn County, has been completed by the contractor, E. C. Swaggart, and that final payment will be made on or after December 7, 1950, in the amount of $3,196.58.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

For your information we wish to advise that the total contract amount is $122,299.25, and that no force account work was performed on the project. This contract was completed September 28 and accepted by the Commission October 26, 1950.

We are sending you this notice as your Company is surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mansfield & Co.
302 Lewis Bldg.
Portland 4, Oregon

Portland Branch Office

NOTED ON CARD

11-27-5

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OCT 17 1950
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5-222(3)

3276

October 17, 1950

United Pacific Insurance Co.
Fidelity and Surety Dept.
Seattle 14, Wash.

Gentlemen:

It is the intention of the State Highway Commission to release to E. C. Swaggart a portion of the funds that heretofore have been retained by the Commission, in connection with contract No. 3276 for surfacing on the Thomas Creek-Lyons Section of the Albany-Lyons Secondary Highway in Linn County. This payment, which is in the amount of $59,439.15, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $3,683.59. The present payment will be made on or after October 27, 1950.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to as your Company is surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

[illegible]

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

Mansfield & Co.

NOTED ON CARD
10-17-50 JK

RECEIVED
OCT 19 1950
FOR FILING

S-223(3)

3276

October 17, 1950

Mr. E. C. Swaggart
2592 Friendly St.
Eugene, Oregon

Dear Sir:

The State Highway Commission, at its meeting on September 28, 1950, had under discussion your request for an extension of time of 30 days, from August 31 to September 30, 1950, within which to complete your contract No. 3276 covering the Thomas Creek-Lyons Section of the Albany-Lyons Secondary Highway in Linn County.

The Highway Commission granted your request with engineering penalty to be assessed from August 31, 1950 to the completion date of the contract. I was also instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: F. D. Mason,
Division Engineer

Kenneth E. Bartel,
Resident Engineer

H. G. Smith

NOTED ON CARD

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RECEIVED
OCT 6 1950
FOR FILING

S-223(3)

3276

October 2, 1950

Mr. T. H. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was completed on September 28, 1950, on Contract No. 3276, Thomas Creek-Lyons Section, in connection with Federal Aid Project No. S-223 (3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

MCW:gs

cc: John Cattrall

Form E-1—6M—3-50

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 30, 1950

Section Thomas Creek - Lyons

Kind of work Surfacing & Oiling

Highway Albany - Lyons Secondary.

Section prefix 122 - 1043

Contractor E. C. Swagaart

Contract number 3276

Date of contract Feb - 6, 1950

Date of completion Aug - 31, 1950

Date work started July - 25, 1950

Estimated date of completion Sept 30, 1950

Amount of contract $ 11864.25

Per cent of time elapsed 113.3 %

Estimated cost of completed project, exclusive of engineering $

Per cent of contract completed, based on total contract price %

Engineering cost to date $ 6421.00, 5.4 %

Date project was completed Sept - 28, 1950

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This project complete.

All shoulder material on by mid P.M. monday. Dusting, ¼-0, on by noon tuesday.

Contractors blade brooming in P.M of tuesday and twice a day wednesday & thursday.

All equipment moved from state R.W. by tuesday P.M. and clean up complete

NOTED
E. M. [illegible]

Signed Kenneth E. [illegible]

Address Salem.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

NOTED
B. A. MARTIN

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		8.44		8.44	
Miles partially completed					
Miles completed		8.44		8.44	Oil.
Total estimated quantities		31 300		7,900	690
Estimated quantities moved or placed to date		31 750		7840	678
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day		1			
Hours per shift		10			
Average force on project for week		9			

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 1, Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., 4 Trucks., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	Showers		
Tuesday	Showers A.M. Clearing-P.M		
Wednesday	Fog A.M Clear P.M.		
Thursday	Clear		
Friday	Clear		
Saturday	Clear.		

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SEP 26 1950
FOR FILING

8-223(3)
3276

September 20, 1950

Request for extension of time
No. 11
September 28-29 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from L. C. [illegible] for an extension of time on Contract No. 3276, Thomas Creek-Lyons Section of the Albany-Lyons Secondary Highway, from August 31, 1950 to September 30, 1950.

This contract was awarded on February 6, 1950, but the contractor did not commence work until June 7, 1950. He was requested several times to complete the rock surface during the early spring in order that a satisfactory oil job might be accomplished by early summer. He apparently made no attempt to comply with our suggestion, and I would, therefore, recommend that this extension be granted with the assessment of engineering penalty from August 31 to the completion date.

Mr. T. M. Davis of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Enclosure

cc Mr. W. C. Williams
Mr. H. G. Smith

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SEP 18 1950
FOR FILING

S 223(3)

3276

September 15, 1950

Mr. T. M. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time on Contract No. 3276, Thomas Creek-Lyons Section of the Albany-Lyons Secondary Highway, Ore. S-223 (3) from August 31, 1950 to September 30, 1950 to E. C. Swaggart, Contractor.

This project was awarded on February 6, 1950, but the Contractor did not commence operations until June 7, 1950. He was requested several times to get the rock surfacing on during the early spring in order that a satisfactory oil job might be accomplished by early summer. He did not attempt to comply with our suggestions, and I will, therefore, recommend that this extension be granted with the assessment of engineering penalty from August 31 to the completion date.

Very truly yours,

R. H. Baldock
State Highway Engineer

By:

W. C. Williams
Assistant State Highway Engineer

cc: H. G. Smith

RECEIVED
JUN 19 1950
FOR FILING

S-223(3)
3276

June 16, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was started on June 7, 1950 on Contract No. 3276, Thomas Creek-Lyons Section, in connection with Federal Aid Project No. S-223 (3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. H. Stiffler
Asst. State Highway Engineer

DSP:md

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FOR FILING

BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF COMMERCE
~~PUBLIC ROADS ADMINISTRATION~~
~~FEDERAL WORKS AGENCY~~
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

May 11, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon S-223(3)
Thomas Creek-Lyons Section
Albany-Lyons Highway

Dear Sir:

Enclosed for your files is an executed copy of the project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: LJCaufield
L. J. Caufield
Principal Highway Engineer

Encls.

Jen

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8-17

State **Oregon**

Federal Aid Secondary Project No. **S-225(3)**

PUBLIC ROADS ADMINISTRATION

FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 2nd day of May, 1950, by and between **The Oregon State Highway Commission**, constituting for the purpose hereof, the Highway Department of the State of **Oregon** hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the **6th** day of **October**, 1949, a program, which was approved on the **5th** day of **December**, 1949, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the **23rd** day of **January**, 1950; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of **seventy-eight thousand and 00/100** dollars ($**78,000.00**) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939 (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 300+76.3 at the west boundary of Section 7, T. 10 S., R. 1 E., W.M., and survey station 729+32.3 in the NE 1/4, Section 24, T. 9 S., R. 1 E., W.M., except stations 465+72 - 465+95 and 560+13 - 560+38.

, length 8.428 miles, in Linn County,

being Oregon Federal Aid/Secondary project No. S-223(3), consisting of 8.428 miles of roadway and no bridges, of more than 20 feet clear span,

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

16—11370-2

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of seventy-eight thousand and 00/100 dollars ($78,000.00), which does not exceed the authorized Federal pro rata share of one hundred thirty thousand five hundred nine and 77/100 dollars ($130,509.77), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112**

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Ben R Chandler

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By

Acting *Division Engineer,*
Public Roads Administration.

Attest

SECRETARY

RECOMMENDED FOR APPROVAL

STATE HIGHWAY ENGINEER

U. S. GOVERNMENT PRINTING OFFICE 16—11379-2

MAY 9 - 1950
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S 223 (3)

3276

March 30, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate as basis for project agreement for the Thomas Creek-Lyons Section, Project No. S-223 (3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWM:gs

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-223 (3)

THOMAS CREEK-LYONS SECTION OF THE
ALBANY-LYONS HIGHWAY IN LINN COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 28, 1950

Type Code 5251

Roadway (Sta. 300+76.3 to 729+32.1)

20,400	cu. yds.	2" - 0" Rock in Base	$ 2.10	$ 42,840.00
10,900	cu. yds.	3/4" - 0" Rock in Base and Shoulders	2.20	23,980.00
780	M-gal.	Sprinkling	2.00	1,560.00
8.43	miles	Preparation of Base	175.00	1,475.25
7,900	cu. yds.	Furnishing and Placing Aggregates	3.25	25,675.00
690	tons	Furnishing and Placing 121-150 Asphalt	33.50	23,115.00
			Subtotal	$118,645.25
			10% Engr. & Cont.	11,864.52
			Total	$130,509.77

Length of Roadway	8.428 miles
Length of Bridges (Exception)	.009 mile
Total Length	8.437 miles
Cost per mile, Roadway	$15,485.25

Federal Secondary Funds- -	$ 78,000.00
State Funds- -	52,509.77
	$130,509.77

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

January 10, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate and four copies of right of way statement to accompany plans and specifications for the Thomas Creek-Lyons Section, Project No. S-223 (3).

Six bid proposals and one set of full scale plans are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. [redacted]
Asst. State Highway Engineer

Encl.
JWN:md

Oregon State Highway Department

Federal Aid Secondary
Project No. S-223 (3)

THOMAS CREEK-LYONS SECTION OF THE ALBANY-LYONS HIGHWAY IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, January 10, 1950

Type Code 5251

Roadway (Sta. 300+73.0 to 729+32.3)

20,400	cu. yds.	2" - 0" Rock in Base	$ 2.10	$ 42,840.00
10,900	cu. yds.	3/4" - 0" Rock in Base and Shoulders	2.20	23,980.00
780	M-gal.	Sprinkling	3.00	2,340.00
8.43	miles	Preparation of Base	150.00	1,264.50
7,900	cu. yds.	Furnishing and Placing Aggregates	3.50	27,650.00
690	tons	Furnishing and Placing 121-150 Asphalt	36.00	24,840.00
842	tons	Furnishing and Placing RC-9 Tar	30.00	(Alternate)
			Subtotal	$122,914.00
			10% Engr. & Cont.	12,291.40
			Total	$135,205.40

Length of Roadway	8.428 miles
Length of Bridges (Exception)	.009 mile
Total Length	8.437 miles
Cost per mile, Roadway	$16,042.40

Federal Aid Secondary Funds- -	$ 81,000.00
State Funds- -	54,205.40
	$135,205.40

THOMAS CREEK-LYONS SECTION

PROJECT NO. S-221 (3)

All necessary rights of way have been acquired for this project.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

January 10, 1950

DEPARTMENT OF COMMERCE
[illegible]

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX 3900
PORTLAND 8, OREGON

January 16, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

A preliminary review of Oregon Project No. S-223(3), Thomas Creek-Lyons Section of the Albany-Lyons Highway reveals the following discrepancies. The plan, profile and title sheets show Station 729+32.3 as the end station, the proposal shows Station 729+32.2. The initial station as shown on the estimate is 300+73.0 instead of 300+76.3.

Test reports are requested of the quarry material, MP 20.74.

Very truly yours,

T. M. DAVIS
District Engineer

Sent test report
1/18/49

RECEIVED
MAR 10 1950
FOR FILING

5-223(3)

3276

March 10, 1950

Mrs. W. J. Prichard

Stayton, Oregon

Dear Mrs. Prichard:

This is to acknowledge your letter of March 7 in which you made inquiry as to the identity of the contractor who is to oil the road between Lyons and Scio.

The section you refer to is apparently the one known to us as the Thomas Creek-Lyons Section of the Albany-Lyons Secondary Highway. This contract was let on February 6 to E. C. Swaggart, 1432 West Sixth Avenue, Eugene, Oregon. We suggest that you contact Mr. Swaggart to see if he may have use for some of your gravel. It is our understanding that, although a source of material is provided by the State, that the contractor may use other material.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

Stayton, Oregan
March 7, 1950

Dear Sir.

Could you send me the name and address of the Company who received the Contrast to oil the road between Lyons Oregon and Scio Oregon.

I have available gravel near and wondered if they might be interested Thank you.

Mrs V. J. Prichard
Stayton
Ore

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FOR FILING

A-222(5)

3276

March 10, 1950

Mr. E. C. Swaggart
1432 West 6th Avenue
Eugene, Oregon

Dear Mr. Swaggart:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3276 which was awarded to you on February 6, 1950 by the State Highway Commission, for surfacing on the Thomas Creek-Lyons Section of the Albany-Lyons Highway in Linn County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

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3296

February 8, 1950

E. C. Swaggart, Contractor
1432 West 6th Avenue,
Eugene, Oregon

Dear Mr. Swaggart:

The State Highway Commission on February 6, 1950, awarded you the contract for the Thomas Creek-Lyons Section of the Albany-Lyons Secondary Highway in Linn County. This award was based on your low bid of $118,645.25 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc - S. H. Probert

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FEB 8 1950
FOR FILING

S-223(3)
OREGON DISTRICT

3276

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
~~PUBLIC ROADS ADMINISTRATION~~
~~FEDERAL WORKS AGENCY~~
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

February 6, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in the award of contract on Oregon Project No. S-223(3), Thomas Creek-Lyons Section of the Albany-Lyons Secondary Highway, to E. C. Swaggart, Eugene, Oregon, who submitted the low bid.

Very truly yours,

T. M. DAVIS
District Engineer

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FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX 3[illegible]
PORTLAND 8, OREGON

P

January 23, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project No. S-223(3), Thomas Creek - Lyons Section of the Albany - Lyons Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Very truly yours,

T. M. Davis

T. M. DAVIS
District Engineer

24-1601 Salem Traffic Signals 1950

#3277

RECEIVED
P 1 6 1950
FOR FILING

24-16-1

3277
(CONTRACT NO.)

OREGON STATE HIGHWAY COMMISSION
(date)
Sep. 15, 1950

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3277	1-final	W. R. Grasle Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
15217	449	$ 5,652.00	9/15/50

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

- -

Specified Completion Date:

Time Extensions:

Completion Date:

Date Accepted:

Penalties:

Claims:

Remarks:

- -

Date:

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: SEP 18 1950
aav

Mailed
7-15-50, gC

OREGON STATE HIGHWAY COMMISSION
(date)
Sep. 15, 1950

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3277	1-final	W. R. Grasle Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
15217	449	$ 5,652.00	9/15/50

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: July 31, 1950

Time Extensions: None required

Completion Date: July 31, 1950

Date Accepted: Aug. 21, 1950

Penalties: None of record

Claims: None of record

Remarks:

Date: 9-18-50

To the Accounting Division:

Release of the above warrant is hereby authorized.

HBGlaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

RECEIVED
SEP 5 1950
FOR FILING

24-1601

3277

September 1, 1950

General Casualty Co. of America
The Jewett Agency
1101 Weatherly Bldg.
Portland 14, Oregon

Gentlemen:

Please be advised that State Highway Contract No. 3277, for traffic signals at Salem on Pacific East Highway in Marion County, has been completed by the contractor, W. R. Grasle Co., and that final payment in the amount of $5,652.00 will be made on or after September 11, 1950.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $5,652.00, and that no force account work was performed on the project. This contract was completed July 31 and accepted by the Highway Commission August 21, 1950.

We are sending you this notice as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: General Casualty Co. of America
General Insurance Bldg.
Seattle 5, Wash.
Attn.: Surety Dept.

NOTED ON CARD

9-1-5 g(

RECEIVED
MAR 8 1950
FOR FILING

24-1601

3277

March 7, 1950

W. R. Grasle Co.
437 N. W. 16th St.
Portland, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3277 which was awarded to you on February 6, 1950 by the State Highway Commission, covering Salem Traffic Signals on the Pacific Highway East in Marion County.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

3/7, gl.

RECEIVED
FEB 9 1950
FOR FILING

24-1601

[illegible]

February 8, 1950

W. R. Grasle Company
437 N. W. 16th Avenue
Portland 9, Oregon

Gentlemen:

The State Highway Commission on February 6, 1950, awarded you the contract for the installation of traffic signal lights at two intersections on the Pacific Highway in the city of Salem. This award was based on your low bid of $5,652.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc - S. H. Probert
G. S. Paxson

R 4

RECEIVED
FEB 3 1950
FOR FILING

24-1601

3277

Salem

Salem, Oregon
February 3, 1950

Mr. F. B. Crandall
Mr. F. D. Eason
Mr. G. S. Paxson

Attached hereto is one unexecuted copy of an agreement with the City of Salem covering the installation of traffic control signals at the intersection of Portland Road and Lana Avenue and the intersection of South Commercial Street and Owens Street in the City of Salem.

The original of this agreement has been retained for the Commission's files and one fully executed copy has been sent to the City Recorder of the City of Salem.

L. H. Warfield
Staff Engineer

bl
Attach

FORM E-30 10M 8-49 21908

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 1, 1950

SUBJECT:

To: Mr. John W. Cattrall
City & County Relations

Attached hereto, for further handling by you, are four unexecuted copies of an agreement with the City of Salem covering the installation of traffic control signals at the intersection of Portland Road and Lana Avenue and the intersection of South Commercial Street and Owens Street in the City of Salem.

The original of this agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder of the City of Salem.

Secretary

rn
attach: 4

Warfied:- I have pulled my copy
JWC
2/2/50

Paxson
Crandall
Eason

RECEIVED
FEB [illegible] 1950
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
[illegible] 3 1950
FOR FILING

24-1601

3277

February 1, 1950

24-1601
3277

Mr. Alfred Mundt, City Recorder
City Hall
Salem, Oregon

Dear Mr. Mundt:

We are enclosing herewith for your records and files a fully executed copy of an agreement between the State of Oregon, by and through its State Highway Commission, and the City of Salem covering the installation of traffic control signals at the intersection of Portland Road and Lana Avenue and the intersection of South Commercial Street and Owens Street in the City of Salem.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
encl. 1

cc - Hon. R.L. Elfstrom, Mayor
City of Salem
Salem, Oregon

RECEIVED
JAN 31 1950
FOR FILING

NOTED
W. C. WILLIAMS

24-1601

3277

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 27, 1950

1631

SUBJECT: State-City Agreement
Traffic Signal Installation - Salem
Assignment No. 1631

To: Mr. W. C. Williams

Pursuant to your request we have checked the State-City agreements covering the proposed traffic signal installations at the intersection of North Portland Road and Lana Avenue and at the intersection of South Commercial Street and Owens Street on US99E in the City of Salem. These agreements were transmitted to Mr. Cattrall for execution by the City. On January 25, Mr. Cattrall submitted the signed agreements to you for execution by the Commission.

F. B. Crandall

F. B. Crandall
Traffic Engineer

VJ/jlt

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JAN 1
FOR FILING
FORM K-30X 25M 9-49 34693

7

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 16, 1950

Salem

SUBJECT: Costs for Preparing Plans
Traffic Signals - US99E
Lana Avenue and Owens Street - Salem

To: Mr. [illegible] Probert

NOTE
W. C. WILLIAMS

We have incurred $203 in costs for preparing plans for the installation of traffic signals at the above location. At such time as this project has been let to contract, will you kindly transfer these costs and credit our account number 5166-602.

F. B. Crandall

F. B. Crandall
Traffic Engineer

JAH/bv

cc - W. C. Williams ✓
E. A. Collier
Val Johnson

CEIVED
JAN 18 1950
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

NOTED
W. C. WILLIAMS

Salem, Oregon
January 16, 1950

SUBJECT: Special Provisions and Plans
Traffic Signals - US99E at
Lana Avenue and Owens Street
Salem

To: Mr. C. S. Paxon

Attention: W. A. Reeves

Attached hereto are two sets of special provisions for inclusion in the specifications for traffic signal installation at the above mentioned intersection. Also attached are T.E.D. drawings No. 1437, 1438, 1451 and 1452 covering the installation of traffic signals at the above mentioned intersection, and two copies of detailed estimate of cost.

Your attention is directed to the special provisions, wherein you will note that we have incorporated into the one set of specifications, details for a fixed time and semi-actuated controller. This is a little different than we have prepared or has been let to contract in that the Owens Street intersection takes a fixed time controller and the Lana Avenue signal takes a semi-actuated controller.

It would be appreciated if these specifications and plans could be processed and the project let to contract at the February 6-7 meeting of the State Highway Commission.

F. B. Crandall

F. B. Crandall
Traffic Engineer

JAH/bv

Attachments

cc - W. C. Williams
Jal Johnson

RECEIVED
JAN 17
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 16, 1950

Paxon

SUBJECT: State-City Agreement
Traffic Signal Installations
US99E - Salem

To: Mr. John Cattrall
County City Relations

W. C. WILLIAM

The State Highway Commission has approved the installation of traffic signals at the intersection of Portland Road and Lana Avenue and at the intersection of Commercial Street and Owens Street on US99E in the City of Salem. Attached hereto are six copies of a State-City agreement covering the above installations. Will you please care for the processing of these agreements.

The installation is estimated to cost $8,000. In line with our standard policy it will be necessary for the City to submit its check for $4,000 when returning the signed agreements. Attention is drawn to Item 4 under "Things To Be Done By The City" wherein it is required that the City enact an ordinance prohibiting praking in the vicinity of these intersections. It is required that a copy of this ordinance be submitted with the signed agreements.

It is requested that this office be informed when the City has complied with the terms of the agreement. It would also be appreciated if this office would be furnished with a copy of the duly executed agreements and parking ordinances.

It is planned to let the contract for this installation at the February meeting of the Commission. In view of this the agreement should be executed as soon as possible.

F B Crandall
F. B. Crandall
Traffic Engineer

Attachment

cc - W. C. Williams ✓
G. S. Paxson

VJ/jlt

ASSIGNMENT

No. 1631
By WCW

Description: Mr. Devers' letter of 1-5-50 and attached agreements covering traffic signals on certain streets in Salem

Acknowledged by _ _ _ _ _ Referred to _ _ _ Grandall ✓

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _ _ _ _ _ _ _ _ _ _ _ _ _ signature
For approval of city.

Assignment executed _ _ _ _ _ _ Report received _ _ _

Remarks: 1-30-50

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

NOTED
J. AL HEAD

RECEIVED
FOR FILING

ASSIGNMENT

No. 1631
By WCW

Description: Mr. Devers' letter of 1-5-50 and attached agreements covering traffic signals on certain streets in Salem

Acknowledged by _____ Referred to Grandall

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _______________ signature
For approval of city.

Assignment executed ______ Report received

Remarks: 1-30-50

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

NOTED
J. AL HEAD

FORM E-30 25M 1-49 26029

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 5, 1950

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

SUBJECT:

To: Mr. W. C. Williams
Assistant Highway Engineer
Office

Dear Mr. Williams:

On request of Mr. Crandall a form of agreement has been prepared covering the matter of traffic signals on certain streets here in Salem. This agreement follows our usual form and recognizes the factors which are peculiar to these particular projects. We have followed advice given in Mr. Crandall's letter.

I attach six copies for your examination and then for presentation to the City for consideration and if found satisfactory execution. They will then be put in form to go to the Highway Commission. Please note that no exhibits have been attached.

Very truly yours,

J. M. Devers

J. M. DEVERS

NOTED
W. C. WILLIAMS

JMD:NH
Enc.

NOTED
J. AL HEA

RECEIVED
JAN 9 1950
TRAFFIC ENGINEER

RECEIVED
DEC 29 1949
FOR FILING

FORM 2-30X 10M 6-48 23439

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 23, 1949

SUBJECT: Traffic Signal Installations
US99E - Salem

RECEIVED
DEC 28 1949
ENGINEER
COUNTY & CITY RELATIONS

To: Mr. J. M. Devers
Legal Department

At its December meeting the Commission approved the installation of traffic signals on the Pacific Highway East - Hwy. No. 1E - US99E at the intersection of Portland Road (US99E) and Lana Avenue and at the intersection of South Commercial Street (US99E) and Owens Street. Would you kindly prepare seven copies of a State-City agreement covering these installations. Enumerated below are points to be covered in the agreement.

1. The intersections to be signalized are on the Pacific Highway East - Hwy. No. 1E - US99E. These are: Portland Road and Lana Avenue and South Commercial Street and Owens Street.
2. The installation at the intersection of Portland Road and Lana Avenue will be the semi-actuated installation complete with detectors and pedestrian push buttons. The installation at the intersection of South Commercial and Owens Streets will be a fixed time signal.
3. Both installations will be of the far-overhead, corner Wait-Walk type.
4. The installations are estimated to cost $8,000.
5. The State shall make or cause the installation to be made in the first instance and shall bill the City for one-half the total cost of the installations.
6. The City shall submit its check for one-half the estimated cost ($4,000.) when it returns the signed agreements.
7. The City shall maintain and operate the signal system after the installation has been made provided that the time schedule shall be approved by the State Highway Department.
8. The City shall pass an ordinance prohibiting parking in all quadrants of the intersection of South Commercial Street and Owens Street for

a distance of thirty feet from the intersection of the produced curb lines. The City shall also pass an ordinance prohibiting parking on Portland Road on both sides of the street for a distance of fifty feet from the center line of Lana Avenue. A duly executed copy of such ordinance shall be submitted to the State along with the signed agreements.

At such time as you have prepared these agreements, if you will return all seven copies to this office, we will check them and subsequently transmit them to Mr. Cattrall for processing by the City. He in turn will ultimately transmit them to the Commission through Mr. Williams.

FB Crandall

F. B. Crandall
Traffic Engineer

cc - W. C. Williams
J. W. Cattrall
G. S. Paxson

VJ/jlt

RECEIVED
[illegible]
FOR FILING
FORM E-90 25M 6-49 32001

24-1601

5-17

files

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 25, 1950

SUBJECT:

To: Mr. H. B. Glaisyer
Secretary

Enclosed please find City of Salem Warrant No. A 10286 payable to the Oregon State Highway Commission in the amount of $4,000. This represents an advance deposit in connection with the installation of traffic control signals at the intersection of Portland Road and Lana Avenue and the intersection of South Commercial Street and Owens Street.

The City's share will be 50% of the actual cost and possible adjustments will be made upon completion of the installation.

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

Warrant to Acc Div.
Advance fund 1-26-50

NOTED
F. QUERY
Query

25-8302 Heppner Junction-Lena Section 1950
of the Heppner Hwy.

RECEIVED
AUG 21 1950
FOR FILING

25-8302

3278

Files

OREGON ~~STATE~~ HIGHWAY COMMISSION

Aug. 17, 1950
(Date)

3278 4-Final
(Contract No.)

(Est. No.)

Rush Construction Co.
(Contractor)

Vou. No:	Warrant No:	Amt: $	Date:
13806	380182	1,473.07	8/16/50

Date:

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified completion date:

Completed:

ACCOUNTING DIVISION

Contract Accepted:

Time Extensions:

Penalties:

Claims:

Remarks:

Date:

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed: AUG 18 1950

NOTED ON CARD
[illegible]

OREGON STATE HIGHWAY COMMISSION

Aug. 17, 1950
(Date)

3278 (Contract No.)   4-final (Est. No.)   Rush Construction Co. (Contractor)

Vou. No:	Warrant No:	Amt: $	Date:
13206	380182	1,473.07	8/16/50

Date:

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified completion date: June 30, 1950

ACCOUNTING DIVISION

Completed: June 30, 1950

Contract Accepted: July 11, 1950

Time Extensions: None Required

Penalties: None of Record

Claims: No unpaid claims of record

Remarks:

Date: 8-17-50

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed:

NOTED ON CARD

RECEIVED
AUG 14 1950
FOR FILING

25-8302

3278

[illegible]

Enterprise, Oregon
August 8, 1950

J.P. O'Meara
Ione, Oregon

Dear Sirs:

Enclosed find check to cover material purchased in the amount of $33.04.

I am sorry that this bill was misplaced or overlooked.

Very truly yours,

RUSH CONSTRUCTION CO.
H.E. Rush

CC: State Highway Commission
Robt. P.Dawson & W. Talbot Sinclair

NOTED ON CARD
8-11-50

RECEIVED
AUG
FOR FIL

275

mr Lewis

25-8302

3278

August 7, 1950

United States Fidelity and Guaranty Co.
1112 Cascade Building
Portland 4, Oregon

Attention: W. Talbot Sinclair, Manager

Gentlemen:

We have received a claim dated August 2, 1950, from J. P. O'Meara, Ione, Oregon. This claim is in the amount of $33.04 for lumber furnished the Rush Construction Company for their rock crushing operations at Ione, Oregon. From the description concerning location of the project provided by Mr. O'Meara, it appears that his claim would apply to State Highway Contract 3278 awarded to Rush Construction Company for rock production on the Heppner Junction-Ione Section of the Heppner Highway in Morrow and Gilliam counties.

This information is provided as the United States Fidelity and Guaranty Company appears as surety on the bond furnished in connection with Contract 3278.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - E. A. Bjorklund
221 Kearns Building
Salt Lake City 8, Utah

Robert P. Dawson
1112 Cascade Building
Portland 4, Oregon

Rush Construction Company
Enterprise, Oregon

3278

Mrs Lewis

August 7, 1950

Mr. J. P. O'Meara
Ione, Oregon

Dear Mr. O'Meara:

This is to acknowledge your letter of August 2, 1950, in which you advise that Rush Construction Company owes you $33.04 for lumber furnished in connection with their rock crushing operations at Ione, Oregon. From the description provided it appears that your claim is in connection with State Highway Contract No. 3278 awarded to Rush Construction Company, 304 West Main Street, Enterprise, Oregon, for rock production on the Heppner Junction-Ione Section of the Heppner Highway in Morrow and Gilliam counties. The above contract was completed June 30 and accepted by the Commission July 11, 1950.

Your claim will be noted in our records and we will advise the contractor and the surety of its receipt.

With each State Highway Commission contract the contractor is required to provide a performance bond for the amount of the contract. This bond provides for completion of the work and payment of bills incurred in connection with the contract. The United States Fidelity and Guaranty Company furnished the bond on Contract 3278 and their agent in this instance is Robert P. Dawson, 1112 Cascade Building, Portland 4.

If you wish to protect your claim for a period longer than six months a fter the contract has been completed and accepted, it is suggested that the claim be filed with the Secretary of State. For your convenience in preparing such a filing we are enclosing an excerpt from the Oregon Laws outling the necessary procedure.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

NOTED ON CARD

FAQ:md
Enc.

ADDRESS______________________ SOLD TO Rush Construction Co

J. P. O'MEARA LUMBER YARD

Building Materials

BILLS PAYABLE FIRST OF MONTH

IONE, OREGON, May 1950

DATE	ITEMS	CHARGES	CREDITS	BALANCE
5/12	[illegible] #01915 = 5 - 2X12 - 16 #1 Com. 160' @ 9	14 40		
"	1 - 2X12 - 12 " " 24'	2 16		
"	3 - 4X6 - 16 #1 [illegible] 76' @ 10	[illegible]		
"	1 - 4X6 - 12 " " 24' "	2 40		
"	2 - 2X6 - 1[illegible] #2 Com. 56 @ 8	4 48		33 04

FM. 60

J. P. O'MEARA
Acetylene and Forge Welding, Machinery Repairing
Dealer in
Bolts, Bar and Sheet Steel, Blacksmith Coal
Fir and Pine Lumber
IONE, OREGON

3278

Aug. 2-50

Oregon State Highway Commission
Salem Ore.

Gentlemen:-
Rush Construction Co. recently crushed rock for The State Highway, here at Ione Ore, and in connection with said rock crushing operation, purchased lumber from my yard in the sum of $33.04 of which we enclose copy of Bill and specification there for.
I rendered the Bill to an Address giving us by their purchaser this Bill was returned to us for want of a better address.
we rendered another Bill to another address from all indications this second bill has been received, as it has not been returned.
neither have we had a remittance of the amount involved.

Very Truly Yours
J. P. O'MEARA LUMBER YARD
BY J P O'Meara

RECEIVED
JUL 31 1950
FOR FILING

25-8302

3278

July 25, 1950

W. Talbot Sinclair, Manager
U. S. Fidelity & Guaranty Co.
1112 Cascade Bldg.
Portland 4, Oregon

Dear Sir:

State Highway Contract No. 3278, for rock production work on the Heppner Junction-Ione Section of the Heppner Highway in Morrow and Gilliam Counties, has been completed by the Contractor, Rush Construction Company, and final payment in the amount of $1,473.07 will be made on or after August 4, 1950.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information, we wish to advise that the total contract amount is $45,561.37, and that no force account work was performed on the project. This contract was completed on June 30, 1950, and accepted on July 11, 1950, by the Commission.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

amc

cc E. A. Bjorklund
Salt Lake City, Utah

Robert P. Bacon
Portland 4, Oregon

RECEIVED
JUL 18 1950
FOR FILING

258302

3278

July 18, 1950

W. Talbot Sinclair, Manager
United States Fidelity & Guaranty Co.
1112 Cascade Bldg.
Portland 4, Oregon

Dear Sir:

You are advised of the intention of the State Highway Commission to make semi-final payment to Rush Construction Co., on contract No. 3278, for rock production on the Heppner Junction-Lena Section of the Heppner Highway in Morrow and Gilliam Counties. This payment, in the amount of $19,185.30, will be made on or after July 28, 1950. The retained percentage is in the sum of $1363.56.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: E. A. Bjorklund, Manager
221 Kearns Bldg.
Salt Lake City 8, Utah

Mr. Robert P. Dawson

?

NOTED ON CARD
7-18-50

Form E-1—5M—4-47

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 7, 1950

Section	Heppner Junction - Lena	Kind of work	Rock Production
Highway	Heppner	Section prefix	25-8302
Contractor	Rush Construction Co.	Contract number	3278
Date of contract	Feb. 6, 1950	Date of completion	June 30, 1950
Date work started	April 27, 1950	Estimated date of completion	June 30, 1950
Amount of contract	$45,240.00	Per cent of time elapsed	100 %

Estimated cost of completed project, exclusive of engineering $45,555.49

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date, $2,850.00, %

Date project was completed June 30, 1950

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed this project June 30, 1950. Semi-final estimate was made out and submitted to the Division office July 5, 1950. Unless something further arises this completes this project as far as this office is concerned.

NOTED
E. G. SMITH

Signed John H. Walsh Resident Engineer

Address Boardman, Oregon

NOTED
E. M. BOOTH

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			63.07		
Miles partially completed			63.07		
Miles completed			63.07		
Total estimated quantities			17,271.8		
Estimated quantities moved or placed to date			17,271.8		
Average daily quantities			-		
Average daily quantities necessary to complete project on time			-		
Number shifts per day			-		
Hours per shift			-		
Average force on project for week			-		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Hot		
Tuesday	Hot		
Wednesday	Hot		
Thursday	Hot		
Friday	Fair		
Saturday			

RECEIVED
JUL 10 1950
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
JUN 13 1950
FOR FILING

Files

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

25-8502

3278

June 9, 1950

Rush Construction Company
304 West Main Street
Enterprise, Oregon

NOTED
H. B. GLAISYER

Gentlemen:

NOTED
F. QUERY

Please refer to our letter of May 25, 1950, in which you were advised of the Writ of Execution and Notice of Garnishment in the case of Lima-Hamilton Corporation v. R. E. Rush, d/b/a Rush Construction Company, which was served upon the State Highway Commission.

You were notified that all funds due and payable to your Company under Constract Agreements numbered 3278 and 3285 would be withheld by the State Highway Commission. Upon further consideration of the matter, it was decided that the obligations of the State Highway Commission and public interest required all funds to be released.

This is to advise you that no funds will be withheld under Contract Agreements 3278 and 3285, by reason of the above mentioned garnishment.

Yours very truly,

J. M. DEVERS

By RLM

ROBERT L. MAY, JR.
Assistant Attorney

RLM:FRC

cc- Mr. H. B. Glaisyer ✓

REFERRED TO
BY SECRETARY

NOTED ON CARD
6-9-50 g(

COMMISSIONERS
H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

June 9, 1950

United States Fidelity & Guaranty Co.
306 Central Building
Seattle 4, Washington

NOTED
H. B. GLAISYER

Attention: Mr. A. W. Murray

NOTED
E. QUERY

Dear Mr. Murray:

This is in reply to your letter of June 1, 1950, in regard to the garnishment of funds of the Rush Construction Company.

Since my letter of May 25, 1950, the situation has materially changed. After being advised that his funds would be withheld, Mr. Rush contacted this office by phone and requested that all funds be released except sufficient moneys to answer for the claim. It was at first proposed to do this, but upon further consideration, it was decided that in view of the statutory protection of highway funds, the entire amount due and owing the Rush Construction Company should be released. No doubt, you have been advised of the above by Mr. Rush; however, this letter may serve to clarify matters.

Yours very truly,

J. M. DEVERS

By RLM
ROBERT L. MAY, JR.
Assistant Attorney

RLM:FRC

cc- Mr. H. B. Glaisyer

REFERRED TO
BY SECRETARY

6-7-50 JK

RECEIVED
[illegible] 1950
FOR FILING

25-8 30-2
3278

May 31, 1950

Mr. Malcolm H. Hawke
Auditor

This note is to confirm our telephone conversation of this date concerning the claim of the Lima-Hamilton Corporation against Rush Construction Company, and to inform you that it will not be necessary for you to withhold any payments due the Rush Construction Company in connection with State Highway Contracts 3278 and 3285, awarded to them by the State Highway Commission, notwithstanding information previously given you by Mr. Query of this office and by Mr. May, Assistant Attorney.

The contracts above referred to were awarded subsequent to the date of the judgment secured by the Lima-Hamilton Corporation against Mr. Rush, and such judgment is absolutely foreign to these contracts, in view of which it is the opinion of Mr. Devers, whom I have consulted, that monies due and payable to Rush Construction Company in connection with these jobs can not be held for the payment of that claim. Accordingly, it will be satisfactory for you to release to the Rush Construction Company all monies that are due it in connection with these contracts, until further advised.

Secretary

HBG:ts

cc - F. A. Query

5-31-50 gC

4-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

May 29, 1950

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Office

NOTE TO Hawke
DATE 5/31

Dear Mr. Glaisyer:

This is in reference to the Writ of Execution and Notice of Garnishment in the case of Lima-Hamilton Corporation v. R. E. Rush, d/b/a Rush Construction Company, served upon us on May 22, 1950.

After receipt of the above, you requested Mr. Hawke to hold up further payments to the Rush Construction Company. I have been this date in contact by phone with the attorneys for the Lima-Hamilton Corporation and with R. E. Rush. Mr. Rush advises us that he badly needs the funds in our hands for the purpose of meeting his payroll under his contracts with the State.

In view of this fact, it would seem to be best to release to the Rush Construction Company all of the funds we now hold, except an amount sufficient to meet the claim of the Lima-Hamilton Corporation. We are advised that Mr. Rush has paid the sum of $300 on the judgment. The interests of all parties concerned will be best served if we release to the Rush Construction Company all moneys except the sum of $550, which should be held until we are notified that the claim of the Lima-Hamilton Corporation has been satisfied.

Yours very truly,

J. M. DEVERS

By Robert L. May, Jr.
ROBERT L. MAY, JR.
Assistant Attorney

RLM:FRC

5-29-50

E-129X 28M 10-49

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

May 29, 1950

Hallock, Donald, Banta & Silven, Attorneys
Sommer Building
Baker, Oregon

Gentlemen:

Re: Lima-Hamilton Corporation
v. R. E. Rush d/b/a Rush
Construction Company

This is in reference to our telephone conversation of this date relative to the Writ of Execution and Notice of Garnishment which was served upon the State Highway Commission on May 22, 1950, in the above mentioned case.

As I told you on the phone, the State Highway Commission is obligated by statute to see that state highway funds are not used in any manner which might jeopardize the claims of those furnishing supplies, materials or labor for the construction of highways. In view of that obligation, you agreed to our suggestion that the State Highway Commission not file a return to your Notice of Garnishment, but that we withhold funds payable to the Rush Construction Company pending satisfaction of your judgment by agreement.

Since our conversation, Mr. R. E. Rush called with reference to this matter. He advised us that he needs the funds now in our hands for the purpose of paying for labor and materials required in the performance of his contracts with the Highway Commission. He also confirmed the fact that he had paid the sum of $300 upon your judgment. We feel that we should release to the Rush Construction Company sufficient money to allow the highway construction to proceed. Therefore, we will release to the Construction Company all of the funds now in our hands due and payable except the sum of $550 which we will hold pending settlement of your claim. We feel that this action will best serve the interests of the State Highway Commission and still amply protect the interests of your client. Since this somewhat changes our agreement, we would appreciate your advising us if the procedure meets with your approval.

cc- Mr. H. B. Glaisyer ✓
Mr. Malcolm Hawke

RLM:FRC

Yours very truly,

J. M. DEVERS

By R.L.M.

ROBERT L. MAY, JR.
Assistant Attorney

5-29-50

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

May 25, 1950

United States Fidelity & Guaranty Company
Central Building
Seattle, Washington

Gentlemen:

The State Highway Commission has been served with a Writ of Execution and Notice of Garnishment in the case of Lima-Hamilton Corporation, a corporation, v. R. E. Rush d/b/a/ Rush Construction Company, commanding it to hold such money due the Rush Construction Company as may be necessary to satisfy the claim of the plaintiff amounting to $716.26 with interest thereon at the rate of six per cent per annum from the 3rd day of February, 1949.

This is to advise you that all moneys due and payable from the State Highway Commission to the Rush Construction Company under contract agreements numbered 3278 and 3285 will be held by the State Highway Commission until the claim of the above named plaintiff has been satisfied.

Yours very truly,

J. M. DEVERS

By R.L.M.
ROBERT L. MAY, JR.
Assistant Attorney

RLM:FRC

5-26-50

cc- Mr. H. B. Glaisyer ✓

Copy letter sent to Hawke 5/29/50 noted as follows:

Mr. Hawke; please withhold payments until further advised. HBG
FQ

ERS
CHAIRMAN

LER, MEMBER

OLDS, MEMBER

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

May 25, 1950

Rush Construction Company
304 West Main Street
Enterprise, Oregon

Gentlemen:

The State Highway Commission has been served with a Writ of Execution and Notice of Garnishment in the case of Lima-Hamilton Corporation, a corporation, v. R. E. Rush d/b/a Rush Construction Company, commanding it to hold such money due the Rush Construction Company as may be necessary to satisfy the claim of the plaintiff amounting to $716.26 with interest thereon at the rate of six per cent per annum from the 3rd day of February, 1949.

This is to advise you that all moneys due and payable from the State Highway Commission to the Rush Construction Company under contract agreements numbered 3278 and 3285 will be held by the State Highway Commission until the claim of the above named plaintiff has been satisfied.

Yours very truly,

J. M. DEVERS

By R.L.M.
ROBERT L. MAY, JR.
Assistant Attorney

RLM:PRC

cc- Mr. H. B. Glaisyer ✓

5-25-50

Mrs Lewis

May 22, 1950

Mr. J. M. Devers

Dear Mr. Devers:

I hand you herewith notice of garnishment by Lima-Hamilton Corporation, a corporation, Plaintiff vs. R. E. Rush dba Rush Construction Company, Defendant. Also, writ of execution issued by the Circuit Court of the County of Baker. It appears that the Lima-Hamilton Corporation recovered judgment against R. E. Rush dba Rush Construction Company for the sum of $716.26 plus interest at the rate of 6% per annum from the third day of February, 1949, and the further sum of $19.00 costs.

R. E. Rush, dba Rush Construction Company has been awarded two contracts by the State Highway Commission, one is Contract No. 3278, which was awarded on February 6, 1950; the other is Contract 3285, awarded on February 16, 1950. The award date in both instances you will note is subsequent to the date, February 3, 1949, when the payment of interest becomes effective, which indicates to me that the claim has nothing whatsoever to do with these two jobs. These are the only two jobs that the Highway Commission awarded to Rush Construction Company. This company may have worked as sub-contractor on other highway construction, but we have no knowledge to that effect. Construction Engineer, H. G. Smith, may be able to supply such information.

Will you kindly furnish me two copies of your answer to this notice, one of which I will file in the Commission's records, and the other I will forward to Mr. Hawke whom I have asked to hold up further payments to the Rush Construction Company pending advice from you.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ts
Enc.

cc - M. H. Hawke (2)
F. A. Query

HOLD ON CARD
5-22-50 jr

RECEIVED
MAR 8 1950
FOR FILING

25-8302
3278

March 7, 1950

Rush Construction Co.
Enterprise
Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3278, which was awarded to you on February 6, 1950 by the State Highway Commission, for rock production on the Heppner Junction-Lena Section of the Heppner Junction-Lena Section of the Heppner Highway in Morrow and Gilliam Counties.

We are also sending an executed copy of the above contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

el
encl. 1

Recorded 3/7, 50

RECEIVED
FEB 9 1950
FOR FILING

25-85020
3278

February 8, 1950

Rush Construction Company
304 West Main Street
Enterprise, Oregon

Gentlemen:

The State Highway Commission on February 6, 1950, awarded you the contract for Heppner Junction-Lena Section of the Heppner Highway in Morrow and Gilliam Counties. This award was based on your low bid of $45,240.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc - S. H. Probert

28-8303 Biggs Section of the Columbia 1950
River Hwy. Sherman Hwy.

33279

RECEIVED
NOV 1 - 1950
FOR FILING

28-8303

3279

OREGON STATE HIGHWAY COMMISSION

Aug. 11, 1950
(Date)

3279 (Contract No.)	4-final (Est. No.)	Vernie Jarl (Contractor)

Vou. No:	Warrant No:	Amt: $	Date:
12451	379379	930.35	8/9/50

Date:

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified completion date: July 31, 1950 ACCOUNTING DIVISION

Completed: June 19, 1950

Contract Accepted: Oct. 26, 1950

Time Extensions: None Required

Penalties: None of Record

Claims: None of Record

Remarks:

Date: 10-31-50

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed: OCT 3[illegible]
A.A. Wichlander

[illegible]

RECEIVED
JUL 31 1950
FOR FILING

28-8302

3279

July 24, 1950

Dooly & Co., Agent
General Casualty Co.of America
Board of Trade Bldg.
Portland 4, Oregon

Gentlemen:

Please be advised that State Highway Contract No. 3279, for rock production on the Biggs Section of the Columbia River and -Sherman Highways in Sherman and Wasco Counties, has been completed by the contractor, Vernie Jarl, and that final payment in the amount of $930.35 will be made after acceptance by the Commission.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $31,360.85, of which amount $207.08 represents force account items. This contract was completed on June 19, 1950 but has not as yet been accepted by the Highway Commission.

We are sending you this notice as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: General Casualty Co.of America
General Insurance Bldg.
Seattle 5, Wash.
Attn.: Surety Department

NOTED ON CARD
7-24-50 gl

RECEIVED
FOR FILING

28-8303

3279

July 7, 1950

Dooly & Co.
Board of Trade Building
Portland 4, Oregon

Gentlemen:

You are advised of the intention of the State Highway Commission to make semi-final payment to Vernie Jarl on Contract No. 3279, covering Rock Production work, Biggs Rock Production Project, in Sherman and Wasco Counties. This payment, in the amount of $7,271.92, will be made on or after July 17, 1950. The retained percentage is $941.15.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

amc

cc: General Casualty Co. of America
General Insurance Building
Seattle 5, Washington

NOTED ON CARD
7/7/50

Form E-1—5M—1-48

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 24, 1950

Section Biggs Rock Production
Highway Columbia River & Sherman
Contractor Vernie Jarl
Date of Contract Feb. 6, 1950
Date work started April 13, 1950
Amount of contract $ 29,220.00

Kind of work
Section prefix 28-8303
Contract number 3279
Date of completion July 31, 1950
Estimated date of completion , 19
Per cent of time elapsed 76 %

Estimated cost of completed project, exclusive of engineering $ 32,000
Per cent of contract completed, based on total contract price 100 %
Engineering cost to date $ 1650, 5.6 %
Date project was completed June 19, 1950

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor came back Monday and did a little work on his piles.

Engineering party undertook to measure them tho not in very good order.

Contract reported complete June 19, 1950

No move yet toward cleaning up site.

RECEIVED
JUN 2[illegible] 1950
OFFICE OF
CONSTRUCTION ENGINEER

Signed A. J. Benedict

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
MAR 8 1950
FOR FILING

28-83-3

3279

March 7, 1950

Mr. Vernie Jarl
Box 254
Gresham, Oregon

Dear Mr. Jarl:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3279 which was awarded to you on February 6, 1950 by the State Highway Commission, for rock production on the Biggs Rock Production Project on the Columbia River and Sherman Highways in Sherman and Wasco Counties.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

3/7 - gl

RECEIVED
FEB 9 1950
FOR FILING

28-9302

3279

February 8, 1950

Vernie Jarl, Contractor
438 South Roberts Avenue
Gresham, Oregon

Dear Mr. Jarl:

The State Highway Commission on February 6, 1950 awarded you the contract for Biggs Section of the Columbia River and Sherman Highways, rock production, in Sherman and Wasco Counties. This award was based on your low bid of $29,220.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fa

cc - S. H. Probert

RECEIVED
NOV 1 - 1950
FOR FILING

28-8302

3279

OREGON STATE HIGHWAY COMMISSION

Aug. 11, 1950
(Date)

3279 (Contract No.) 4-final (Est. No.) Vernie Jarl (Contractor)

Vou. No:	Warrant No:	Amt: $	Date:
12451	379379	930.35	8/9/50

Date:

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified completion date: July 31, 1950 ACCOUNTING DIVISION

Completed: June 19, 1950
Contract Accepted: Oct. 26, 1950

Time Extensions: **None Required**

Penalties: **None of Record**

Claims: **None of Record**

Remarks:

Date: **10-31-50**

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed: A. A. Wickiander

[illegible]

30-8306 Boardman-Cold Springs Sec. 1950
Col. Riv. Hwy. Hermiston Sec.
& Pendleton-Cold Springs
#3280

RECEIVED
FOR FILING

50-8306

OREGON STATE HIGHWAY COMMISSION

August 22, 1950
(Date)

3280	5-final	Newport Constr. Co. & Kern & Kibbe
(Contract No.)	(Est. No.)	(Contractor)

Vou. No:	Warrant No:	Amt: $	Date:
13433	380555	961.42	8/18/50

~~Date:~~

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified completion date: ACCOUNTING DIVISION

Completed:
Contract Accepted:

Time Extensions:

Penalties:

Claims:

Remarks:

Date:

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed: AUG 23 1950

NOTED ON CARD

OREGON STATE HIGHWAY COMMISSION

August 22, 1950
(Date)

3380
(Contract No.)

5-final
(Est. No.)

Newport Constr. Co. & Kern & Kibbe
(Contractor)

Vou. No:	Warrant No:	Amt: $	Date:
13433	380555	961.42	8/18/50

Date:

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified completion date: May 15,1950 ACCOUNTING DIVISION

Completed: May 17, 1950
Contract Accepted: July 26, 1950

Time Extensions: Extended to May 17, 1950 without penalty

Penalties: None of record

Claims: None of record

Remarks:

Date: 8-23-50

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer
HBGlaisyer

Warrant Mailed:

RECEIVED
AUG - [illegible] 1950
FOR FILING

30-8306

3280

August 8, 1950

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

Please be advised that State Highway Contract No. 3280, for rock production on the Boardman-Cold Springs Section of the Columbia River, Hermiston Secondary, Pendleton-Cold Springs Highways in Umatilla County, has been completed by the contractor, Newport Construction Co. and Kern & Kibbe, and that final payment in the amount of $961.42 will be made on or after August 16, 1950.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $32,047.43, and that no force account work was performed on the project. This contract was completed on May 17 and accepted by the Highway Commission on July 26, 1950.

We are sending you this notice as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Hansen & Rowland, Inc.
611 Henry Bldg.
Portland 4, Oregon

Hansen & Rowland, Inc.
Tacoma, Wash.

NOTED ON CAR

[illegible]

RECEIVED
AUG - 9 1950
FOR FILING

31-8306 -

3280

August 3, 1950

Newport Construction Co. and
Kern & Kibbe
7031 N. E. Halsey St.
Portland 16, Oregon

Gentlemen:

The State Highway Commission, at its meeting on July 26, 1950, had under discussion your request for an extension of time of 10 days, from May 15 to May 25, 1950, within which to complete your contract No. 3280 for rock production on the Boardman-Cold Springs Section of the Columbia River, Hermiston Secondary and Pendleton-Cold Springs Highways, in Umatilla County.

I am pleased to inform you that the Highway Commission granted you an extension of time from May 15 to May 17, 1950, the completion date of the contract, without penalty. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the Engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: E. F. Chidsey,
Division Engineer

C. D. Cannon,
Resident Engineer

R. G. Smith,
Construction Engineer

NOTED ON CARD

RECEIVED
AUG 2 1950
FOR FILING

30-8306

3280

Salem, Oregon
August 1,1950

Extension of Time

Mr. S. H. Probert

Mr. G. S. Paxson

The State Highway Commission approved the following extension of time on July 26, 1950, while on its recent inspection trip:

> Contract No. 3280, Newport Construction Co. and Kern & Kibbe, for rock production on the Boardman-Cold Springs Section of the Columbia River, Hermiston Secondary and Pendleton-Cold Springs Highways in Umatilla County, extended from May 15 to May 17, 1950, the completion date of the contract, without penalty.

Very truly yours

Secretary

gl

cc: W. H. Mewis
H. G. Smith
W. A. Reeves

NOTED ON CARD
[illegible]

RECEIVED
JUL 21 1950
FOR FILING

30-8306
3280

July 21, 1950

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

You are advised of the intention of the State Highway Commission to make semi-final payment to Newport Construction Co. and Kern & Kibbe, on contract No. 3280, for rock production on the Boardman-Cold Springs Section of the Columbia River, Hermiston Secondary and Pendleton-Cold Springs Highways in Umatilla County. This payment, in the amount of $2,792.34, will be made on or after July 31, 1950. The retained percentage is $961.42.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Hansen & Rowland, Inc.
611 Henry Bldg.
Portland 4, Oregon
Attn.: R. A. Wride, Manager

Hansen & Rowland, Inc.
Tacoma, Wash.

NOTED ON CARD
7-21-50, g

RECEIVED
JUL 31 1950
FOR FILING

30-8306

3280

H-7

July 20, 1950

Request for extension of time
No. 1
August 21 and 22 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Newport, Kern & Kibbe for an extension of time on Contract No. 3280, Boardman-Cold Springs Rock Production Project, from May 15, 1950 to May 25, 1950.

This project was actually completed on May 17, or an overrun of two days over the time limit, and there was no inconvenience to the State because of the overrun.

I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

ms

Enclosure

cc Mr. W. C. Williams
Mr. H. G. Smith

Form E-1—5M—11-48

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT #16
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 8, 1950

Section Boardman-Cold Springs
Kind of work Rock Production
Highway Columbia River etc.
Section prefix 30-8306
Contractor Newport, Kern & Kibbe
Contract number 3280
Date of contract Feb. 6, 1950
Date of completion May 15, 1950
Date work started March 15, 1950
Estimated date of completion July 8, 1950
Amount of contract $30,492.00
Per cent of time elapsed 1497. %
Estimated cost of completed project, exclusive of engineering $33,375.68
Per cent of contract completed, based on total contract price 100. %
Engineering cost to date $1642.33, 85.3 %
Date project was completed July 8 *, 1950

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Have the permit signed by Umatilla County officials permitting the Highway Dept. to have free and unlimited access to the scalping rejects which was piled mostly on county property.

We have the semi-final ready and will send in the first of next week.

* Note- The job was actually finished May 17 but I have been holding up the semi-final until the contractor either moved the rejects over onto the State property or made other arrangements. There are some 300 yds actually on State property, moved over by the contractor.

NOTED
H. G. SMITH

Signed

Address Pendleton

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

NOTED
E. M. BOOTH

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			13,135		
Estimated quantities moved or placed to date			13,135		
Average daily quantities			323		
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair-hot		
Monday	Fair-hot		
Tuesday	Fair-hot		
Wednesday	Fair-warm		
Thursday	Fair-warm		
Friday	Fair-windy		
Saturday	Fair		

RECEIVED
[illegible]
OFFICE OF
CONSTRUCTION ENGINEER

State Printing Dept. 26750

RECEIVED
MAR 8 1950
FOR FILING

30-8306

3280

March 7, 1950

Newport Construction Co. and
Kern & Kibbe
7031 N. E. Halsey St.
Portland 16, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3280, which was awarded to you on February 6, 1950 by the State Highway Commission, for rock production on the Boardman-Cold Springs Section of the Columbia River, Hermiston Secondary and Pendleton-Cold Springs Highways in Umatilla County.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 3/7, gl

RECEIVED
FEB 9 1950
FOR FILING

3280

30-8306

February 8, 1950

Newport Construction Company,
Kern & Kibbe,
7031 N. E. Halsey Street
Portland 16, Oregon

Gentlemen:

The State Highway Commission on February 6, 1950, awarded you the contract for Boardman-Cold Springs Section of the Columbia River, Hermiston Secondary and Pendleton-Cold Springs Highways rock production project in Umatilla County. This award was based on your low bid of $30,492.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc - S. H. Probert

RECEIVED
FEB 10 1950
FOR FILING

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 3, 1950

SUBJECT:

To: Mr. W. C. Williams
Asst. State Highway Engineer

[illegible]
W. C. WILLIAMS

Dear Mr. Williams:

This is to advise you that the right of way has been secured for the Boardman-Cold Springs Rock Production Project.

Very truly yours,

J. M. DEVERS

By Forrest Cooper
FORREST COOPER
Right of Way Engineer

FC:MA

S-77(2) Wilson Cr.-Spitzenberg Sec., 1950
Pittsburg-Scappoose Co. Rd.
#3281

RECEIVED
DEC 15 1950
FOR FILING
FORM E-90 25M 6-49 32002

S 77(7)

3381

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
December 8th, 1950

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. W. C. Williams
Assistant State Highway Engineer
Salem, Oregon

Dear Sir:

Under date of October 19th you wrote concerning the copy of the letter from the Columbia County Court I forwarded you under date of October 3rd, which advised that they were satisfied with the recent construction on the Scappoose-Vernonia Road. Upon receipt of your letter I made a trip with the County Court over this road to observe the localized failures mentioned by J. F. Cameron of the Bureau of Public Roads, and the following spots were noted.

From Station 522 to 525+40 about a 2-1/2 foot width in the middle of the road is checked rather badly. This is not uniform through this section, but there does seem to be a weak strip throughout most of this distance. From Station 526+70 to 527+00 about a three foot width in the center of the road is checked quite badly, and broken out in a few places. From Station 535+20 to 535+50a three foot width in the center of the road is checked badly, and is rutted some under traffic. From Station 672 to 672+60 a 2-1/2 to 3 foot width in the center of the road is checked badly, and broken up in a spot or two. At Station 669+50 a section about 25 feet long and about 3 feet wide in the center of the road is broken with mud showing in a spot or two.

These minor failures are a little hard to account for, as the rock was generally quite carefully produced and of good quality. In cuts and other places where we expected a weak sub-grade we added additional rock, and in general did what we could to put in a first class job throughout. We have taken permeability test on this job, and have found some places where a perfect seal was not obtained from our oiling. It is possible that there could have been some leakage, also that there may be minor spring action, or water may get to our subgrade from the side of the road in spots. The county generally cleans the ditches in pretty good shape before our contractor starts, and there are only a few places where ditches are not in too good a condition, and we did not observe any difficulty at these locations.

We advised the Court to keep the road well patched, and if pockets should show to dig them out and repatch. The oil job was a little late before completed on September 7th, but we did have good oiling weather at that time, and warm weather after that. The condition of this road does not seem to have gotten particularly worse since the date of our inspection, and it appears probable that these localized failures will not expand.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w

8-77(2)

OREGON STATE HIGHWAY COMMISSION
(date)
November 10, 1950

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3281	4-final	O. C. Yocom Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
18446	R3686	$ 2,388.13	11/9/50

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. A. Wicklander
ACCOUNTING DIVISION

- -

Specified Completion Date: Aug. 31, 1950

Time Extensions: Extended to Sep. 15, 1950 without penalty

Completion Date: Sep. 13, 1950

Date Accepted: Nov. 9, 1950

Penalties: None of record

Claims: None of record

Remarks:

* warrant
mailed to
McMinnville U S Nat'l
Branch of
Bank, Port
aaw

- -

Date: 11-13-50

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

* Warrant Mailed: NOV 13 1950
A. A. Wicklander

11-13-50

RECEIVED
OCT 24 1950
FOR FILING

8-77 (2)
3281

October 23, 1950

Standard Accident Insurance Co.
Detroit 32
Michigan

Gentlemen:

Please be advised that State Highway Contract No. 3281, for surfacing on the Wilson Creek-Spitzenberg Section of the Pittsburg-Scappoose County Road in Columbia County, has been completed by the contractor, O. C. Yocom Co., assigned to the United States National Bank of Portland, McMinnville Branch, and that final payment in the amount of $2,388.13 will be made after acceptance by the Highway Commission.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

For your information we wish to advise that the total contract amount is $79,604.23, and that no force account work was performed on the project. This contract was completed on September 13, 1950 but has not as yet been accepted by the Commission.

We are sending you this notice as your Company is surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. J. S. Laird
Spalding Building
Portland 4, Oregon

Recorded 10-23-50

RECEIVED
OCT 20 1950
FOR FILING

S 77 (2).

J

Salem, Oregon
October 19, 1950

Mr. A. G. Skelton

On October 3 you forwarded to this office a copy of a letter from the Columbia County Court in which they advise that they are satisfied with recent construction on the Scappoose-Vernonia Road, Project S-77 (2).

Subsequent to that time, on October 10 to be exact, a maintenance inspection was made of this project by J. F. Cameron of the Bureau of Public Roads. He found on the north end of the project five spots approximately four feet wide and varying in length from 20 to 50 feet, showing signs of failure. In addition a section approximately 100 yards in length, extending from Station 522 south, is beginning to fail completely. This failure was in the form of heavy checking of the surface, resulting in water getting under the oil mat and being held there by clay, which was found immediately under the oil mat.

The County Court is now very concerned over these failures and is seeking advice as to how to repair them. While we, by official letter, turned the section over to the County for maintenance as of September 13, we should assist the County in an advisory capacity as to how to best remedy the existing conditions. In line therewith, will you please inspect the sections with the County Court and advise them as to the best method of effecting repairs to prevent further failure.

Please give me a report after you have consulted with the County.

W. C. Williams

WCW:mo

cc Mr. John W. Cattrall

FORM E-30 25M 6-49 32802

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 18, 1950

SUBJECT: Assignment No. 2227

To: Mr. W. C. Williams
OFFICE

NOTED
W. C. WILLIAMS

The Columbia County Court was notified by letter dated September 20 that Contract No. 3281, Wilson Creek-Spitzenberg Section of the Pittsburg-Scappoose County Road, was completed on September 13 and the maintenance of this section became a county obligation as of that date. No further notification is necessary.

In accordance with my conversation with you, I am enclosing a copy of Mr. Hagemann's report on the condition of this road as of October 10.

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

FORM E-30X 15M 1-49 29024

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 12, 1950

SUBJECT:

To: Mr. John W. Cattrall
Engineer, County and City Relations

On October 10 the regular fall maintenance inspection of Columbia County FAS Projects was made in the company of the Columbia County Court and Mr. J. F. Cameron of the B.P.R. The Wilson Creek-Spitzenberg Section of the Pittsburg-Scappoose County Road which was completed on September 13 was one of the projects inspected. On the north end of this project five spots approximately 4' wide and varying in length from 20' to 50' are showing signs of failure. In addition, a section approximately 100 yards in length extending from station 522 south is beginning to fail completely. This failure is in the form of checking or alligatoring of the oil mat resulting in water getting under the mat and being held there by clay which appears immediately under the oil mat. It is possible to show movement of the surface and cause water to pump by walking heavily on these sections.

The Court inspected this project in the company of representatives of our district office on September 14 and expressed satisfaction with the job at that time. They have also been notified by letter that the maintenance of this section is a responsibility of the County as of September 13. The Court is very disturbed over these developing weak spots and is seeking advice as to how to repair them.

The four small sections could be corrected satisfactorily by them. However, the 100 yard section should be given further study. It is suggested that someone from the Highway Department who is familiar with the project inspect it with the County Court and advise them as to methods of repair , and if necessary, furnish supervision of this repair work. No promises of any financial aid were made to the Court at the time of the inspection.

John F. Hagemann
Field Engineer

JFH:MM

ASSIGNMENT

No. 2227

ctober 10, 1950

By

Description: Mr. Skelton's letter of October 3 and J. W. Hunt's letter of September 14 re completion of FAS project on Wilson Creek-Spitzenberg section of the Pittsburg-Scappoose County Road

Acknowledged by _____ Referred to __Cattrall ✓________

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
XX Return with rough draft of reply
Please prepare for __________________ signature

____

Assignment executed 10-19-50 Report received ________

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

FORM E-30 25M 5-50 40300

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
October 3rd, 1950

SUBJECT:

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

NOTED
W. C. WILLIAMS

Dear Sir:

In connection with contract 3281, the Federal Aid secondary project for the Wilson Creek-Spitzenberg section of the Pittsburg-Scappoose County Road in Columbia County under contract to O. C. Yocom Company, has been satisfactorily completed, with the exception of the final removal of some of the crushing equipment.

I took the County Court over this job, and the completed project is satisfactory to them. They have no objection to the equipment remaining in place until later. I am enclosing letter dated September 14th from Mr. J. W. Hunt, County Judge, advising their approval of this work.

I would suggest that the City and County Relations Department write the County Court, advising them that this project is now turned over to them for maintenance.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
Encl.

RECEIVED
OCT 11 1950
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
OCT 5 - 1950
OFFICE OF
CONSTRUCTION ENGINEER

Williams

Clyde Henderson
xxxxxxxx

NOTED
A. G. SKELTON

September 14, 1950.

Oregon State Highway Commission,
Salem,
Oregon.

Gentlemen:

The Columbia County Court, in company with members of your engineering staff, viewed the recently constructed section of the Scappoose-Vernonia Road, Project S - 77- (2).

This is to advise that we are satisfied with the contractor's work, and wish to express to your Commission our appreciation of this much needed improvement.

Your engineering staff is to be complimented for their services during the course of this construction.

Yours truly,

J. W. HUNT,
County Judge

JWH:n
cc to
A.G. Skelton.

RECEIVED
OCT 5 - 1950
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
OCT 19 1950
FOR FILING

8-17(2)

3281

October 17, 1950

O. C. Yocom Co.
Pacific Highway North
McMinnville
Oregon

Gentlemen:

The State Highway Commission, at its meeting on September 28, 1950, had under discussion your request for an extension of time of 15 days, from August 31 to September 15, 1950, within which to complete your contract No. 3281 for surfacing on the Wilson Creek-Spitzenberg Section of the Pittsburg-Scappoose County Road in Columbia County.

I am pleased to inform you that the Highway Commission granted your request without penalty. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. G. Skelton,
Division Engineer

A. B. Dean,
Resident Engineer

H. G. Smith

NOTED ON CARD

10-17-50

RECEIVED
OCT 13 1950
FOR FILING

8-77 (2)

3281

October 13, 1950

Standard Accident Insurance Co.
Detroit 32,
Michigan

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to O. C. Yocum Co., assigned to McMinnville Branch, U.S. National Bank of Portland, on contract No. 3281 covering surfacing on Pittsburg-Scappoose County Road on the Wilson Creek-Spitzenberg Section, Columbia County. This payment, in the amount of $3,891.34 will be made on or after October 23, 1950. The retained percentage is $2,388.13.

The State is not advised of any unpaid claims for labor or materials, of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rm

Standard Accident Insurance Co.
cc - J. S. Baird
Spalding Bldg.
Portland 4, Oregon

NOTED ON CARD
10-13-50

Form E-1—5M—8-47

S 77 (2)

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct. 6th. 1950, 19

Section Wilson Creek - Spitzenberg

Kind of work Oil Mat Surfacing

Highway Pittsburg - Scappoose

Section prefix 205- 1018 ; S - 77 (2)

Contractor O. C. Yocom Co.

Contract number 3281

Date of Contract Feb 7th. 1950, 19

Date of completion Sept. 15th. 1950, 19

Date work started May 16th. 1950, 19

Estimated date of completion Sept. 13th. 1950, 19

Amount of contract . . . . $ 82,196.50

Per cent of time elapsed 99.3 %

Estimated cost of completed project, exclusive of engineering . . . . $ 79,604.23

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date $ 4900.00, 99 %

Date project was completed Sept 13, 1950

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This project has been completed.

The semifinal estimate also has been completed and delivered to the division office.

This is the last weekly report for this job.

NOTED
H. W. LIBBY

NOTED

NOTED
E. M. [illegible]

Signed A B Dean Res. Engr.

Address P. O. Box 4644, Port. 2 Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

NOTED
B. A. MARTIN

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		6.91		6.91	
Miles partially completed					
Miles completed		6.91		6.91	
Total estimated quantities		25,700 cy		480 Tons	
Estimated quantities moved or placed to date		25,700 cy		480 "	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day		0			
Hours per shift					
Average force on project for week		0			

Percentages of men employed on contract to be secured from:

..........County, ...%; ....County, ...%; ....County, ...%; ....County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	0						
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels.........., Power graders.........., Rollers.........., Mixers.........., Crushing or screening plants..........

Compressors.........., Bulldozers.........., Sheep-foot rollers.........., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	Rain		
Wednesday	Showers		
Thursday	Rain		
Friday	"		
Saturday	"		

RECEIVED
OCT 10 1950
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
SEP 26 1950
FOR FILING

8-77(2)

3281

September 20, 1950

Oregon State Highway Commission

Request for extension of time
No. 12
September 28-29 meeting

Gentlemen:

Herewith is a request from O. C. Yocom Company for an extension of time on Contract No. 3281, Wilson Creek-Spitzenberg Section of the Pittsburg-Scappoose County Road from August 31, 1950 to September 15, 1950.

Due to an excessive amount of dirty material in the quarry and also due to heavy snow in the spring, it was necessary for the contractor to close down operations several times in order to segregate the good stone from the unsuitable materials. There has been no inconvenience to the State because of the overrun, and I would recommend that the extension be granted without penalty.

Mr. T. M. Davis of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Enclosure

cc Mr. H. G. Smith
Mr. W. C. Williams

RECEIVED
FOR FILING

S 77(2)

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

September 20, 1950

Honorable J. W. Hunt
Columbia County Judge
St. Helens, Oregon

Dear Sir:

This is to advise you that work was completed on September 13, 1950, on Contract No. 3281, Wilson Creek-Spitzenberg Section of the Pittsburg-Scappoose County Road, in connection with Federal-aid Project No. S-77(2).

Under the terms of the agreement signed by the County on January 25, 1950, and by the State Highway Commission on February 9, 1950, the maintenance of this section of road now becomes a County obligation.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W Cattrall J.F.H.
John W. Cattrall
Engineer, County and City Relations

JFH:NM

cc: Mr. W. C. Williams

RECEIVED
SEP 18 1950
FOR FILING

S 77 (2)

3281

September 15, 1950

Mr. T. H. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time on Contract No. 3281, Wilson Creek-Spitzenberg Section of the Pittsburg-Scappoose County Road, S-77 (2) from August 31, 1950 to September 15, 1950 to O. C. Yocom, Contractor.

Due to an excessive amount of dirty material in the quarry and heavy snow in the spring and occasional rain during the summer months, it has been necessary to close down operations several times to segregate mud and usable rock.

I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By:
W. C. Williams
Assistant State Highway Engineer

cc: H. G. Smith

RECEIVED
SEP 18 1950
FOR FILING

S-77(2)

32

September 15, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was completed on September 13, 1950 on Contract No. 3281, Wilson Creek-Spitzenberg Section, in connection with Federal Aid Project No. S-77 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:gs

cc: John Cattrall

RECEIVED
MAY 24 1950
FOR FILING

S 77(2)

May 24, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was started on May 16, 1950 on Contract No. 3281, Wilson Creek-Spitzenberg Section, in connection with Federal Aid Project No. S-77 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

RSP:md

RECEIVED
FOR FILING

Department of Commerce
BUREAU OF PUBLIC ROADS
~~PUBLIC ROADS ADMINISTRATION~~
~~FEDERAL WORKS AGENCY~~
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

May 11, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon S-77(2)
Wilson Creek-Spitzenberg

Dear Sir:

We are forwarding herewith for your files an executed copy of the project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L J Caufield
L. J. Caufield
Principal Highway Engineer

Encl.

Jes

Form PR 2 (Revised 1946)

8 7

State Oregon

Project No. S-77(2)

Federal Aid Secondary

PUBLIC ROADS ADMINISTRATION

FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 2nd day of May, 1950, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 14th day of September, 1949, a program, which was approved on the 8th day of November, 1949, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 19th day of January, 1950; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of fifty-four thousand and 00/100 dollars ($54,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939 (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 313+70.6 in the SE 1/4, Section 17, T. 4 N., R. 2 W., W.M., and survey station 681+83.0 in the NW 1/4, Section 16, T. 4 N. R. 3 W., W.M., except stations 330+38.0 to 331+43.0 and 344+41.0 to 344+98.0, length 6.913 miles, in Columbia County, being Oregon Federal Aid/Secondary project No. S-77(2), consisting of 6.913 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span,

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

16—11379-2

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of fifty-four thousand and 00/100 dollars ($54,000.00), which does not exceed the authorized Federal pro rata share of ninety thousand four hundred sixteen and 15/100 dollars ($90,416.15), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Ben R Chandler
Chairman, State Highway Commission
(Title of officer)

By M K McIver
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

Attest
SECRETARY

RECOMMENDED FOR APPROVAL

STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS,

By
Acting *Division Engineer,*
Public Roads Administration.

RECEIVED
★ MAY 9 - 1950 ★
OREGON DISTRICT

BONALD PARCHER, COMMISSIONER
RAINIER

Clyde Henderson
~~WM. PRINGLE~~, COMMISSIONER
VERNONIA

COLUMBIA COUNTY COURT
J. W. HUNT, COUNTY JUDGE

ST. HELENS, OREGON

April 19, 1950.

Oregon State Highway Commission,
Salem,
Oregon.

Attention: John W. Cattrall
Engineer, County and City Relations

Gentlemen:

Herewith signed letter correcting encroachment resolution passed by Columbia County Court, January 25, 1950. This is in accordance with your letter of April 12th.

Copy delivered for recording in Clerk's Office correcting our resolution.

NOTED
J. W. CATTRALL

Yours truly,

J. W. Hunt

Enc.
JWH:n

J. W. HUNT
County Judge.

Noted JFH

RECEIVED
APR 20 1950
ENGINEER
[illegible] RELATIONS

NOTED
J. W. CATTRALL

Oregon State Highway Commission

Salem, Oregon

Attention: John W. Cattrall
Engineer, County and City Relations

Gentlemen:

The County Court of Columbia County hereby approves the description change in the encroachment resolution executed by this Court on January 25, 1950, in connection with FAS Project No. S-77(2) on the Pittsburg-Scappoose County Road, FAS Highway No. 9, to read ".....; thence westerly and northerly to State Highway Engineer's Survey Station 681+83....", instead of ".....; thence easterly and northerly to State Highway Engineer's Survey Station 681+83.....".

COUNTY COURT OF COLUMBIA COUNTY

By J W Hunt
Judge

By Donald Parcher
Commissioner

By Clyde Henderson
Commissioner

DATE Apr 19. 1950

April 12, 1950

Honorable J. W. Hunt
County Judge, Columbia County
St. Helens, Oregon

Dear Sir:

Reference is made to the encroachment resolution passed by the Columbia County Court on January 25, 1950, in connection with the Wilson County-Spitzenberg Section of the Pittsburg-Scappoose County Road, FAS Highway No. 9. The description as shown on page 1 should be corrected by substitution of "westerly" for "easterly" in the second line of this description.

It would be appreciated if the Court will sign and return the enclosed letter, and correct your copy of the resolution accordingly. Two signatures on the letter are sufficient as the original resolution was executed by Mr. Parcher and yourself only.

Very truly yours,

NOTED
J. W. CATTRALL

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

Oregon State Highway Commission

Salem, Oregon

Attention: John W. Cattrall
Engineer, County and City Relations

Gentlemen:

The County Court of Columbia County hereby approves the description change in the encroachment resolution executed by this Court on January 25, 1950. in connection with FAS Project No. S-77(2) on the Pittsburg-Scappoose County Road, FAS Highway No. 9, to read ".....; thence westerly and northerly to State Highway Engineer's Survey Station 681+83....", instead of ".....; thence easterly and northerly to State Highway Engineer's Survey Station 681+83.....".

COUNTY COURT OF COLUMBIA COUNTY

By______________________________
Judge

By______________________________
Commissioner

By______________________________
Commissioner

DATE____________________________

Oregon Project S-77(2)
FAS Highway 9

RESOLUTION

WHEREAS, a County Road in Columbia County, State of Oregon, known as the Pittsburg-Scappoose County Road, is routed through the County of Columbia, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Columbia County, the section adopted for improvement being more particularly described as follows; to wit:

From State Highway Engineer's Survey Station 313+70.6 in the S.E. 1/4, Sec. 17, T. 4N., R. 2W., W.M.; thence ~~easterly~~ westerly and northerly to State Highway Engineer's Survey Station 681+83 in the N.W. 1/4, Sec. 16, T. 4N., R. 3W., W.M., a distance of approximately 6.94 miles.

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said county road,

And, WHEREAS, the Public Roads Administration of the Federal Works Agency of the United States will not participate in the construction of said county road until and unless the said County of Columbia will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road; and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW THEREFORE, IT IS HEREBY RESOLVED by the County Court of Columbia County, Oregon, that no encroachments will be permitted on the county road, known as the Pittsburg-Scappoose County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It being understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Columbia County, Oregon, this 25th day of Jany, 1950.

Attest:

C. W. Wickman
County-Clerk

By
County Judge

By Donald Parker
County Commissioner

By
County Commissioner

Form cc-12
Page 2

RECEIVED
APR [illegible]
FOR FILING

March 31, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate as basis for project agreement for the Wilson Creek-Spitzenberg Section, Project No. S-77 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWW:gs

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-77 (2)

WILSON CREEK-SPITZENBERG SECTION OF THE PITTSBURG-SCAPPOOSE ROAD IN COLUMBIA COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, January 12, 1950

Type Code 5231

Roadway (Sta. 313+70.6 to 681+83.0)

21,800	cu. yds.	2" - 0" Material in Base	$ 2.25	$ 49,050.00
3,900	cu. yds.	3/4" - 0" Material in Base and Shoulders	2.25	8,775.00
600	M-gal.	Sprinkling	3.00	1,800.00
6.91	miles	Preparation of Base	150.00	1,036.50
4,380	cu. yds.	Furnishing and Placing Aggregates	3.50	15,330.00
120	tons	Furnishing and Placing MC-3 Asphalt	32.00	3,840.00
360	tons	Furnishing and Placing 151-200 Asphalt	32.00	11,520.00
140	tons	Furnishing and Placing RT-4 Tar	27.00	(Alternate)
438	tons	Furnishing and Placing RT-9 Tar	27.00	(Alternate)
			Subtotal	$ 91,351.50
			10% Engr. & Cont.	9,135.15
			Total	$100,486.65

Length of Roadway	6.913 miles
Length of 2 Bridges (Exception)	.031 mile
Total Length	6.944 miles
Cost per mile, Roadway	$14,535.89

Federal Secondary Funds- -	$ 59,000.00
State Funds- -	41,486.65
	$100,486.65

WILSON CREEK-SPITZENBERG SECTION

PROJECT NO. S-77 (2)

All necessary rights of way have been acquired for this project.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

January 12, 1950

PR-9

PUBLIC ROADS ADMINISTRATION

COMMISSIONER:
ATTENTION--PROGRAM SECTION

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

January 12, 1950
(Date)

The following major program change of the individual project is requested:

Oregon (State)

Postwar Federal Aid Secondary Highway Program (Previous Program)

(Date of Approval)

COUNTY Columbia

FA or FAS Route No. FAS 9

	Item No.	Project No.	Termini	Project Cost				Length Miles	Character of Proposed Work
				Class of Work	Total Cost	Federal Funds	State Funds		
Item as Now Programmed	104	S-77(2)	5 mi. E. of Pittsburg to Spitzenberg	Survey-Plans					2-lane low-type surfacing
				Right-of-Way					
				Construction	100,000	59,000	41,000		
				Total	100,000	59,000	41,000	9.00	
Requested Revision	104	S-77(2)	7 mi. E. of Pittsburg to Spitzenberg	Survey-Plans					2-lane intermediate-type surfacing
				Right-of-Way					
				Construction	100,486	59,000	41,486		
				Total	100,486	59,000	41,486	6.944	

Program Balance subsequent to approval of this and previously recommended change is: $

Reason for Change: The adjacent section indicates a heavier type oil surface than the O-9 type originally planned to be more desirable. Reduction in length is due to increase in cost of the O-11 type.

Recommended for approval ______ District Engineer ______ (date)

Recommended: ______ Division Engineer ______ (date)

Approved: ______ Acting Commissioner ______ (date)

[illegible]PARTMENT OF COMMERCE
[illegible]REAU OF PUBLIC ROADS
~~PUBLIC ROADS ADMINISTRATION~~
~~FEDERAL WORKS AGENCY~~
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX 3960
PORTLAND 8, OREGON

February 6, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The program change in item 104, Project S-77(2), third supplement Oregon Cumulative Postwar Federal-aid Secondary Highway Program dated September 14, 1949 was approved effective January 25, 1950.

This action was requested in PR-9 dated January 12, 1950 from your office.

The item will now appear on the program as follows:

Item	104
County	Columbia
Project No.	S-77(2)
F.A. Secondary Route	9
Termini:	7 miles east of Pittsburg to Spitzenburg
Construction Cost:	
Total	$100,486
Federal Funds	59,000
State Funds	41,486
Length	6.94 miles
Character of Work Proposed	2-lane intermediate type surfacing

Very truly yours,

[illegible] M. DAVIS
District Engineer

RECEIVED
MAR 8 1950
FOR FILING

8-77(2)

3281

March 7, 1950

O. C. Yocom Company
Pacific Highway North
McMinnville, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3281, which was awarded to you on February 7, 1950 by the State Highway Commission, for surfacing on the Wilson Creek-Spitsenberg Section of the Pittsburg-Scappoose County Road in Columbia County.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

3/7, 50

February 16, 1950

NOTED
J. W. CATTRALL

Mr. T. M. Davis, District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Enclosed please find four copies each of an encroachment resolution and a maintenance agreement executed by the proper officials of Columbia County.

This encroachment resolution and maintenance agreement are in connection with Oregon Project S-77(2), the Wilson Creek-Spitzenberg Section of the Pittsburg-Scappoose County Road, FAS Highway 9.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JWC:MM
Encl.

RECEIVED
FEB 15 1950
FOR FILING

3-77(2)
2281

February 15, 1950

County Court of Columbia County
Court House
St. Helens, Oregon

Gentlemen:

We are enclosing herewith, for your records and files, a fully executed Maintenance Agreement between the Oregon State Highway Commission and Columbia County in connection with the Wilson River-Sptisenburg section of the Pittsburg-Scappoose County Road, FAS. Highway 9.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
encl. 1

RECEIVED
FEB 9 1950
FOR FILING

8-77(2)

3281

February 8, 1950

O. C. Yocom Co.,
Box 566, Pacific Highway North
McMinnville, Oregon

Gentlemen:

The State Highway Commission on February 7, 1950, awarded you the contract for surfacing and oiling on the Wilson Creek-Spitzenberg Section of the Pittsburg-Scappoose County Road in Columbia County. This award was based on your low bid of $82,196.50 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc - J. H. Probert

RECEIVED
FOR FILING
OREGON DISTRICT

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

P. O. BOX [illegible]
PORTLAND 8, OREGON

February 7, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in the award of contract on Oregon Project No. S-77(2), Wilson Creek-Spitzenberg Section of the Pittsburg-Scappoose County Road, to J. C. Yocom Co., McMinnville, Oregon, who submitted the low bid.

Very truly yours,

P M Davis
P. M. DAVIS
District Engineer

DONALD PARCHER, COMMISSIONER
RAINIER

Clyde Henderson
~~WM. PRINGLE~~, COMMISSIONER
VERNONIA

COLUMBIA COUNTY COURT
J. W. HUNT, COUNTY JUDGE

ST. HELENS, OREGON

January 26, 1950.

Oregon State Highway Commission,
Salem,
Oregon.

Attention:
Mr. John W. Cattrall

Gentlemen:

Conforming to your letter of the 18th instant, I return seven signed copies of the maintenance agreement, and six copies of the encroachment resolution re: Wilson Creek-Spitzenberg section of the Pittsburg-Scappoose County Road, Project S-77 (2) FAS Highway 9.

The signature of Commissioner Clyde Henderson not appearing for the reason that Mr. Henderson was not in attendance on the Court due to weather conditions. There will be no further meeting of the Court prior to February 1st, and your record is requested not later than January 30th. I am therefore, obliged to transmit the record as a two signature document.

Yours truly,

JWH:n

J. W. HUNT
County Judge

RECEIVED
JAN 27 1950
ENGINEER
COUNTY [illegible] RELATIONS

RECEIVED
FOR FILING

OREGON DISTRICT

S-77(2)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
~~PUBLIC ROADS ADMINISTRATION~~
~~FEDERAL WORKS AGENCY~~
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

January 19, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.&E. documents for Oregon Project S-77(2), Wilson Creek-Spitzenberg, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Please send us copies of county resolutions covering encroachments, etc.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

January 18, 1950

Honorable J. W. Hunt
County Judge, Columbia County
St. Helens, Oregon

Dear Sir:

Enclosed are seven copies each of a maintenance agreement and an encroachment resolution required by the Federal Bureau of Public Roads in connection with the proposed Wilson Creek-Spitzenburg Section of the Pittsburg-Scappoose County Road.

The maintenance agreement provides that Columbia County will maintain the above section of road in a satisfactory manner after completion of the construction. It also provides that the County shall furnish all necessary rights of way. However, as the existing road is being followed, this matter is automatically taken care of. The encroachment resolution guarantees no encroachments will be permitted which will interfere with the free and convenient flow of traffic.

Please sign all copies and, after they have been attested by the County Clerk, return seven copies of the maintenance agreement and six copies of the encroachment resolution to this office not later than January 30, 1950.

After acceptance by the State Highway Commission, a duly executed copy of the maintenance agreement will be returned for the County's records. Also enclosed for the County's information and records is a set of plans for this project.

Very truly yours,

R. H. Baldock
State Highway Engineer

NOTED
J. W. CATTRALL
By: John W. Cattrall
Engineer, County and City Relations

JFE:MM
Encl.

RECEIVED
JAN 20 1950
FOR FILING

S-77(2)

3291

January 18, 1950

Mr. T. M. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Please refer to your letter of January 16, having reference to Oregon Project No. S-77 (2), Wilson Creek-Spitzenberg Section of the Pittsburg-Scappoose County Road.

In the matter of replacing the wood box culvert, we have a letter from Columbia County, a copy of which is attached hereto, in which the County agrees to replace, repair, etc. all culverts within the project, in advance of the contractor's operations.

In the matter of the ditches, we have another letter from Columbia County, a copy of which is attached, in which letter the County will assume the responsibility for improving the drainage and ditching on the project.

We are revising our typical sections to show a ditch that will extend to the bottom level of the existing surfacing and will take the necessary steps to secure the obtaining of this type of ditch in the County's operations. The revised ditch section will result in a slight steepening of the roadbed slope, but it is not practical to secure additional width of the roadbed proper, as this would require the widening of all of the existing cuts, which would be an extensive undertaking that does not appear justified.

Based on the above, may we have your concurrence for advertising for bids on this project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me
Encl.

FORM E-90 25M 1-49 29023

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

January 17, 1950
Salem, Oregon

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer

OFFICE

Dear Sir:

I attach letter from J. W. Hunt, County Judge of Columbia County agreeing to assume responsibility for culvert replacement on Spitzenberg Section of Scappoose-Vernonia Federal Secondary Highway.

Mr. Davis should be furnished copy of letter.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:es
Enclosure

DEPARTMENT OF COM
PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX 3900
PORTLAND 8, OREGON

January 16, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In our preliminary review of the documents submitted for Oregon Project No. S-77(2), Wilson Creek-Spitzenberg Section of the Pittsburg-Scappoose County Road, it is noted that the replacement of wood box culverts and cleaning out roadbed ditches is to be performed by the county without interference with the contractor's operations. Will you please advise us regarding the terms of your agreement with the county covering the nature, extent and time schedule for performance of this work.

It is also noted that the existing surfacing has been placed as a trench section and as the bottom of the roadbed drainage ditch is shown at the top of the existing surfacing, a strong possibility of saturation of the existing surfacing and softening of the subgrade exists. In view of the failures which occurred soon after completion of the adjacent section, it seems desirable to consider measures to prevent softening of the subgrade either as a part of this project or with County forces in connection with ditch cleaning.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

NOTED
W. C. WILLIAMS

January 16, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In our preliminary review of the documents submitted for Oregon Project No. S-77(2), Wilson Creek-Spitzenberg Section of the Pittsburg-Scappoose County Road, it is noted that the replacement of wood box culverts and cleaning out roadbed ditches is to be performed by the county without interference with the contractor's operations. Will you please advise us regarding the terms of your agreement with the county covering the nature, extent and time schedule for performance of this work.

It is also noted that the existing surfacing has been placed as a trench section and as the bottom of the roadbed drainage ditch is shown at the top of the existing surfacing, a strong possibility of saturation of the existing surfacing and softening of the subgrade exists. In view of the failures which occurred soon after completion of the adjacent section, it seems desirable to consider measures to prevent softening of the subgrade either as a part of this project or with County forces in connection with ditch cleaning.

Very truly yours,

T. M. DAVIS
District Engineer

FORM E-30X 10M 6-49 32803

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
January 17, 1950

SUBJECT:

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

I am forwarding herewith original copy of a letter dated January 16th from J. W. Hunt, County Judge of Columbia County, advising that Columbia County will assume the responsibility for improving the drainage and ditching on the Spitzenberg section of the Scappoose-Vernonia Road in advance of the contractor's operation.

I believe this statement from Columbia County was requested by Mr. Tom Davis of the Bureau of Public Roads, and he would like to have a copy of this letter. I discussed this letter with Mr. Davis this morning, and I think that this is satisfactory to him.

Yours very truly,

W. C. WILLIAM

A. G. SKELTON
Division Engineer

AGS:w
Encl.

, COMMISSIONER
RAINIER

Clyde Henderson
XXXXXXXXX, COMMISSIONER
VERNONIA

COLUMBIA COUNTY COURT
J. W. HUNT, COUNTY JUDGE

ST. HELENS, OREGON

January 16, 1950.

Oregon State Highway Commission,
Box 4644,
Portland 2, Oregon.

Attention: Mr. Skelton.

Gentlemen:

In response to Mr. Young's telephone conversation of the 13th instant, this is to advise your Commission that Columbia County will assume the responsibility, for improving the drainage and ditching on the Spitzenberg-section of the Scappoose-Vernonia Road in advance of the contractor's operations.

Yours truly,

J W Hunt

JWH:b

J. W. HUNT
County Judge.

N, COMMISSIONER
RAINIER

Clyde Henderson
XXXXXXXX, COMMISSIONER
VERNONIA

COLUMBIA COUNTY COURT
J. W. HUNT, COUNTY JUDGE

ST. HELENS, OREGON

January 10, 1950.

Oregon State Highway Commission,
Box 4644,
Portland 2, Oregon.

Attention: Mr. Skelton.

Gentlemen:

This is to acknowledge receipt of your letter of the 4th instant with attached report relative to culvert condition of the Spitzenberg section of the Scappoose-Vernonia County Road.

The reponsibility for replacement, repair, etc., of all culverts within this project is hereby assumed by Columbia County, Oregon, and such replacement will be completed in advance of the work to be provided under the improvement contract.

Yours very truly,

J W Hunt

JWH:n

J. W. HUNT
County Judge

NOTED
FORREST COOPER

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

March 24, 1949

IN REPLY PLEASE
REFER TO FILE

Oregon State Highway Commission

Gentlemen:

I attach hereto a copy of a letter from the County Judge of Columbia County, wherein the Judge now advises that Columbia County will acquire necessary rights of way for the proposed Federal Aid Secondary Project on the Spitsenberg County Road in Columbia County. You will remember that there is a tentative allocation of $100,000 for this project in the second postwar program.

We would like your authority to proceed with the survey of this section when personnel is available.

This matter will be on the agenda for the next meeting.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

RECEIVED
MAR 24 1949
ENGINEER
COUNTY & CITY RELATIONS

NOTED
JOHN W. CATTRALL

Clyde Henderson
~~xxxxxxx~~

NOTED
FORREST COOPER

March 17, 1949.

Mr. R. H. Baldock,
State Highway Engineer,
State Highway Commission,
Salem, Oregon.

Re: Scappoose-Vernonia Road

Dear Mr. Baldock:

Communication of the 11th instant by Mr. Forrest Cooper, engineer, County and City Relations, respecting the above entitled road matter contains sufficient insurance to the Court that any revision of alignment in that portion of the road now contemplated for improvement will be of a minor nature, and the Court being interested in this improvement for the general benefit of the county, hereby waives any objection to the securing of right of way, and wishes to be placed on record as approving any changes required. All right of way will be secured at the expense of Columbia County, Oregon.

Trusting this will clarify any objections appearing in letter of December 8th, 1948.

Respectfully submitted,

COUNTY COURT OF COLUMBIA COUNTY, OREGON.

By J W Hunt County Judge

J. W. HUNT
County Judge

JWH:N
copy to Forrest Cooper

1 Enc.

Thanks

RECEIVED
1

RECEIVED
MAR 18 1949
ENGINEER
COUNTY & CITY RELATIONS

FAS 9

March 11, 1949

County Court of Columbia County
St. Helens, Oregon

Attention: Honorable J. W. Hunt,
County Judge

Gentlemen:

With reference to the matter of construction of the Spitzenberg road in Columbia County I wish to advise you as follows:

I have requested and received a report from our Division Engineer, Mr. A. G. Skelton, who is in charge of work in Columbia County, and he informs me in effect that it is extremely doubtful that there will be any changes of moment in the alignment of this road. Mr. Skelton states that it will probably be necessary to acquire a few fragments of right of way here and there for widening cuts and flattening curves, but he sees no probability of any major alignment revision.

This is the best information I can get on the project at this time but hope that this will be sufficient to warrant your informing Mr. Baldock by letter that the County will secure the necessary right of way so that the project may go ahead.

If you wish anything further on this or any other matter, please get in touch with me.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: Forrest Cooper
Engineer, County and City Relations

NOTED
Harold C. Ayers

FC:[illegible]
cc: Mr. W. C. Williams

NOTED
JOHN W. CATTRALL

NOTED
FORREST COOPER

FORM E-90 15M 10-46 20067

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
March 9, 1949

SUBJECT:

RECEIVED
MAR 11 1949
ENGINEER
COUNTY & CITY RELATIONS

To: Mr. Forrest Cooper
Engineer, County and City Relations
State Highway Department
Salem, Oregon

Dear Sir:

Reference is made to your letter of March 2nd concerning your negotiations with Columbia County in the matter of the proposed Spitzenburg county road improvement.

The federal aid secondary project proposed for this road is primarily a surfacing and oiling job. This section of the road was constructed by WPA forces to reasonably high standards and there is no anticipation on the part of this office of making any line changes in this section. This is a continuation of the Spitzenburg federal aid road project completed about two years ago and in that job I do not believe that any additional right of way was required. However, I understand that the county did some slight widening in one or two cuts where the section was somewhat narrow.

Until we have completed our survey for this job it would be rather difficult to say that there would be no changes of any kind. However, I do not anticipate anything other than possibly the same condition met with on the lower section where it was found necessary to slightly widen one or two narrow cuts.

Very truly yours,

A. G. Skelton

A. G. SKELTON
Division Engineer

AGS:rl
cc: Mr. W. C. Williams
Mr. Clay Cornett

NOTED
JOHN W. CATTRALL

NOTED
Harold [illegible]

NOTED
JOHN W. CATTRALL

F11 #9

Salem, Oregon
March 2, 1949

Mr. A. G. Skelton, Division Engineer
Division No. 1
Portland, Oregon

We have been attempting to conclude negotiations with Columbia County in the matter of the proposed Spitzenburg County Road improvement. The County Court has been very cooperative and are anxious to have the work done.

They have asked if any change in alignment of moment is contemplated. I am not in a position to answer this question, so am asking advice from you as I know you are quite conversant with the matter.

They may be a bit over cautious and I think they are; but as the counties are faced with many serious road problems this year, they wish to be assured that they will not be involved beyond their ability. They have seen a few cases in their county and in adjacent counties where heavy right-of-way damages were assessed and collected, and they are a bit gun shy.

I would appreciate any advance information you might give me pertaining to this matter as I would like to get it settled and do not feel it is of great moment. What can you give me?

Forrest Cooper
Engineer, County and City Relations

[redacted]
cc: Mr. W. C. Williams

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

IN REPLY PLEASE
REFER TO FILE

NOTED
FORREST COOPER

FAS 9

Jan. 18, 1949

NOTED
JOHN W. CATTRALL

RECEIVED
JAN 20 1949

Mr. Forrest Cooper, Engineer
County and City Relations
Office

Dear Mr. Cooper:

While in St. Helens in the trial of a rather aggravated case, I had a pleasant conversation with Mr. Clyde Henderson, a newly elected County Commissioner in that County. He is very much interested to learn the status of the County road from Scappoose to Pittsburg, which, I understand, is a Federal Aid Secondary.

It appears that Mr. Henderson for some years was Master of a Grange, which is very much interested in this project. In times past, he has had some correspondence with Mr. Baldock and others, but apparently has not received a clear picture of the status of this road and what is contemplated. He is new at his job, but apparently is very much interested in it, and it is suggested that at your early convenience you either write or contact Mr. Henderson and go over the status of this road with him.

I might say that we built you up with him, and I think it would be good public relations if you could make his acquaintance at an early date.

Yours very truly,

J. M. DEVERS

By G. W. Neuner
G. W. NEUNER
Assistant Counsel

GWN:FRC

NOTED
Harold C. Ayers

Salem, Oregon
December 13, 1948

NOTED
FORREST COOPER

Mr. W. C. Williams
OFFICE

The Columbia County Court has been contacted regarding the Federal Aid Secondary project on the Scappoose-Pittsburg County Road which is F.A.S. No. 9 as mentioned in Mr. Baldock's letter of December 1 to Columbia County Court.

Regarding the purchase of rights-of-way by the County, the Columbia County Court has a "spirit is willing but flesh is weak" attitude. They stated that they will purchase any additional right-of-way as may be required to improve the alignment along the existing route. By this they meant the easing of curves, widening of cuts, and fills as may be needed along the present 100' right-of-way.

The Court was reluctant to give a blanket "yes" for an answer because they felt that there was a possibility that an alignment revision might be made which would result in a major change in the route. The results of such a change, the Court felt, would produce right-of-way costs greater than their financial ability to pay.

The Court is replying to Mr. Baldock's letter.

Forrest Cooper
Engineer, County and City Relations

By: John W. Cattrall
Assistant Engineer

JWC:MM

NOTED
JOHN W. CATTRALL

122X 10M 2-48

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

December 1, 1948

RECEIVED
DEC 2 1948
ENGINEER
COUNTY & CITY RELATIONS

County Court of Columbia County
St. Helens, Oregon

Gentlemen:

In considering the construction program for the years 1949 and 1950, the Highway Commission is considering, among other projects, the grading and surfacing of a section of the Spitsenburg County Road, which is FAS No. 9, at an estimated cost of $100,000. This project would extend from the west end of the present oiled surface a distance of approximately four or five miles.

As this road is not on the State Highway System, the Commission will consider its improvement with State and Federal funds only in the event that necessary rights of way will be acquired by the County without cost to the State. A minimum 60-foot right of way will be required on existing locations. Where a new route is selected, requiring the purchase of all new rights of way, the minimum right of way required would be 80 feet, but existing rights of way with a minimum of 60 feet will be accepted on existing roads, unless additional width is necessary for slopes or drainage.

Mr. Forrest Cooper, City and County Relations Engineer, or his representative, will contact you shortly and go over the project and endeavor to answer any questions you may have with regard to the project. After this visit, would appreciate an answer from you.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc: Forrest Cooper

NOTED
JOHN W. CATTRALL

[illegible]

11-8303 Rock Creek-Condon-Service Creek Section of the Wasco-Heppner Secondary & John Day Hwy 1950

#3282

RECEIVED
APR 27 1951
FOR FILING

11-8302

3282

Mrs. Lewis

April 25, 1951

Hon. Earl T. Newbry
Secretary of State
Capitol

Dear Sir:

We acknowledge with thanks your letter of April 24 to which was attached three copies of a claim filed with your office by Union Oil Company of California.

The claim, in the sum of $1,703.82, is against Oscar E. Joelson for petroleum products furnished him in the prosecution of his work on State Highway Contract No. 3282, your file No. 3277.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD
4-25-51

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

April 24, 1951

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Myron E. Smith, attorney, Los Angeles, and filed as of this date a notice of claim by Union Oil Company of California, for gasoline, lubricating oil, and other petroleum products, in the sum of $1,703.82, against the bond taken from Oscar E. Joelson, principal, and the Great American Indemnity Company, surety, for the work of Job No. 3282 of the State of Oregon, State Highway Commission, for rock production on Rock Creek-Condon-Service Creek Section of Wasco-Heppner Secdt. and John Day Highways, in Gilliam and Wheeler Counties, State of Oregon.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

Earl T. Newbry

Secretary of State

NF:M
Enc.

RECEIVED
[illegible]

Mrs Lewis

April 25, 1951

Great American Indemnity Company
Wells-Reed Insurance, Agent
412 Failing Building
Portland 4, Oregon

Gentlemen:

Attached is a copy of a claim filed with the Secretary of State by Union Oil Company of California against Oscar E. Joelson. The claim, which is in the sum of $1,703.82, is for petroleum products furnished to Mr. Joelson in connection with his operations on State Highway Contract 3282, being a rock production project on the Rock Creek-Condon-Service Creek Section of the Wasco-Heppner and John Day highways in Gilliam and Wheeler counties.

This information is provided as the Great American Indemnity Company appears as surety on the performance bond with the above- mentioned contrast.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

cc - Mr. Oscar E. Joelson
1743 Washington Street
Eugene, Oregon

4-25-51

NOTICE OF CLAIM

TO: SECRETARY OF STATE
STATE OF OREGON
SALEM, OREGON

NOTICE IS HEREBY GIVEN that the undersigned, UNION OIL COMPANY OF CALIFORNIA, a corporation, has a claim for gasoline, lubricating oil, and other petroleum products, in the sum of ONE THOUSAND SEVEN HUNDRED THREE AND 82/100 ($1,703.82) DOLLARS, against the bond taken from OSCAR E. JOELSON, as principal, and the GREAT AMERICAN INDEMNITY COMPANY, as surety, for the work of Job No. 3282 of the State of Oregon, State Highway Commission, for rock production on Rock Creek-Condon-Service Creek Section of Wasco-Heppner Secdt. and John Day Highways, in Gilliam and Wheeler Counties, State of Oregon.

DATED: April 23, 1951.

UNION OIL COMPANY OF CALIFORNIA,
a corporation

By C. C. BRUNK
Assistant General Credit Manager

STATE OF CALIFORNIA)
SS
COUNTY OF LOS ANGELES)

C. C. BRUNK, of lawful age, being first duly sworn, deposes and says: That he is Assistant General Credit Manager of Union Oil Company of California, a corporation, and as such Assistant General Credit Manager, is duly authroized to make this affidavit for and on behalf of the said Corporation; that he has read the aforegoing Notice of Claim and knows the contents thereof, and that the same are true of his own knowledge and contain a correct statement of the amount due from the said OSCAR E. JOELSON, Contractor.

C. C. BRUNK

SUBSCRIBED AND SWORN TO before
me this 23rd day of April, 1951.
J. M. KIMKEL
Notary Public in and for said
County and State.
My Commission Expires: May 8, 1953

ENDORSED
File No. 3277
Filed, April 24, 1951
EARL T. NEWBRY, Secretary of State

LAW OFFICES
MYRON E. SMITH
342 PETROLEUM BUILDING
714 WEST OLYMPIC BOULEVARD
LOS ANGELES 15, CALIFORNIA

MYRON E. SMITH
GORDON L. LUND

MAdison 9-3261

April 23, 1951

Secretary of State
State of Oregon
Salem, Oregon

OSCAR E. JOELSON IN ACCOUNT WITH
UNION OIL COMPANY OF CALIFORNIA
$1,703.82
Oregon State Highway Commission
Job No. 3282

Dear Sir:

On behalf of Union Oil Company of California, I am enclosing its Notice of Claim in the sum of $1,703.82, against the bond taken from Mr. Oscar E. Joelson, as principal, and the Great American Indemnity Company, as surety, covering deliveries of petroleum products made to Mr. Joelson by Union Oil Company of California, and used by him on Oregon State Highway Commission Job No. 3282.

On April 17th, we notified the Oregon State Highway Commission of this claim and have received an acknowledgment from it stating that we should also file with your office. The job was completed on September 1, 1950, and, we understand, was accepted by the State Highway Commission on October 26, 1950. This Notice of Claim, therefore, is filed with you pursuant to the provisions of Section 98-101, of Oregon Compiled Laws Annotated.

It will be appreciated very much if you will acknowledge the receipt of this notice.

Yours very truly,

Myron E Smith

MES:j

CC Oregon State Highway Commission
Salem, Oregon
Thank you very much for your letter of April 20th.

CC Wells-Reed Insurance
412 Failing Building
Portland 4, Oregon

[illegible]

NOTICE OF CLAIM

TO: SECRETARY OF STATE
STATE OF OREGON
SALEM, OREGON

NOTICE IS HEREBY GIVEN that the undersigned, UNION OIL COMPANY OF CALIFORNIA, a corporation, has a claim for gasoline, lubricating oil, and other petroleum products, in the sum of ONE THOUSAND SEVEN HUNDRED THREE AND 82/100 ($1,703.82) DOLLARS, against the bond taken from OSCAR E. JOELSON, as principal, and the GREAT AMERICAN INDEMNITY COMPANY, as surety, for the work of Job No. 3282 of the State of Oregon, State Highway Commission, for rock production on Rock Creek-Condon-Service Creek Section of Wasco-Heppner Seodt. and John Day Highways, in Gilliam and Wheeler Counties, State of Oregon.

DATED: April 23, 1951.

UNION OIL COMPANY OF CALIFORNIA,
a corporation

By C C Brunk C. C. Brunk
Assistant General Credit Manager

STATE OF CALIFORNIA)
SS
COUNTY OF LOS ANGELES)

C. C. BRUNK, of lawful age, being first duly sworn, deposes and says: That he is Assistant General Credit Manager of UNION OIL COMPANY OF CALIFORNIA, a corporation, and as such Assistant General Credit Manager, is duly authorized to make this affidavit for and on behalf of the said Corporation; that he has read the aforegoing Notice of Claim and knows the contents thereof, and that the same are true of his own knowledge and contain a correct statement of the amount due from the said OSCAR E. JOELSON, Contractor.

C. A. Brunk

SUBSCRIBED AND SWORN TO before
me this 23rd day of April, 1951.
J. M. Kunkel
J. M. KUNKEL (SEAL)
Notary Public in and for said
County and State.
My Commission Expires: May 8, 1953.

RECEIVED
APR [illegible] 1951
FOR FILING

11-9303

[illegible]

Mrs. Lewis

April 20, 1951

Mr. Myron E. Smith
342 Petroleum Building
714 West Olympic Boulevard
Los Angeles 15, California

Dear Mr. Smith:

Your letter of April 17 has been received concerning a claim of the Union Oil Company of California against Oscar E. Joelson in the sum of $1,703.82. The Notice of Claim attached to your letter states that it was incurred in connection with State Highway Contract No. 3282 for rock production on the Rock Creek-Condon-Service Creek Section of the Wasco-Heppner and John Day highways in Gilliam and Wheeler counties. We have not had previous notice that this claim has been in existence. Contract No. 3282 was completed September 1, 1950, and accepted by the State Highway Commission October 26, 1950. The claim will be noted in our records and we will also advise the surety, whose address you already have, that it has been received.

If it is desired to protect your claim for a period longer than six months following completion of the contract and acceptance by the Commission, it is suggested that you file your claim with the Secretary of State. For your convenience in preparing such a filing we have attached excerpts from Oregon Law outlining the necessary procedure.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

NOTED ON CARD

4-2[illegible]-51

LAW OFFICES
MYRON E. SMITH
342 PETROLEUM BUILDING
714 WEST OLYMPIC BOULEVARD
LOS ANGELES 15, CALIFORNIA

MYRON E. SMITH
GORDON L. LUND

MADISON 9-3261

April 17, 1951

State Highway Commission
State of Oregon
Salem, Oregon

OSCAR E. JOELSON IN ACCOUNT WITH
UNION OIL COMPANY OF CALIFORNIA
$1,703.82
Oregon State Highway Commission
Job No. 3282

Gentlemen:

On behalf of Union Oil Company of California, I am enclosing its Notice of Claim in the sum of $1,703.82, against the bond taken from Oscar E. Joelson, as principal, and the Great American Indemnity Company, as surety, covering deliveries of petroleum products made to Mr. Joelson and used by him on Oregon State Highway Commission Job No. 3282.

It is my understanding that this job was accepted on October 26, 1950, and this notice, therefore, is filed with you pursuant to the provisions of Section 98-101, of Oregon Compiled Laws Annotated.

It will be appreciated very much if you will acknowledge the receipt of this Notice of Claim on the enclosed copy of this letter in the enclosed reply envelope.

Yours very truly,

Myron E Smith

10:45 A.M

RECEIVED
APR 18 1951
OREGON
STATE HIGHWAY COMMISSION

MES:j

CC Great American Indemnity Company
c/o Wells-Reed Insurance
412 Failing Building
Portland 4, Oregon

Enclosed for you, as surety on this job, is a copy of the Notice of Claim being filed with the Oregon State

4-18-51

Highway Commission. I would like to request that you let me know by early mail what program can be arranged to bring about the early payment of this claim.

NOTICE OF CLAIM

TO: STATE HIGHWAY COMMISSION
STATE OF OREGON
SALEM, OREGON

NOTICE IS HEREBY GIVEN that the undersigned, UNION OIL COMPANY OF CALIFORNIA, a corporation, has a claim for gasoline, lubricating oil, and other petroleum products, in the sum of ONE THOUSAND SEVEN HUNDRED THREE AND 82/100 ($1,703.82) DOLLARS, against the bond taken from OSCAR E. JOELSON, as principal, and the GREAT AMERICAN INDEMNITY COMPANY, as surety, for the work of Job No. 3282 of the State of Oregon, State Highway Commission, for rock production on Rock Creek-Condon-Service Creek Section of Wasco-Heppner Secdt. and John Day Highways, in Gilliam and Wheeler Counties, State of Oregon.

DATED: April 17, 1951.

UNION OIL COMPANY OF CALIFORNIA,
a corporation

By C C Brunk
Assistant General Credit Manager

STATE OF CALIFORNIA)
SS
COUNTY OF LOS ANGELES)

C. C. BRUNK, of lawful age, being first duly sworn, deposes and says: That he is Assistant General Credit Manager of UNION OIL COMPANY OF CALIFORNIA, a corporation, and as such Assistant General Credit Manager, is duly authorized to make this affidavit for and on behalf of the said Corporation; that he has read the aforegoing Notice of Claim and knows the contents thereof, and that the same are true of his own knowledge and contain a correct statement of the amount due from the said OSCAR E. JOELSON, Contractor.

C C Brunk

SUBSCRIBED AND SWORN TO before
me this 17th day of April, 1951.

Notary Public in and for said
County and State.
My Commission Expires: May 8, 1953.

COMPANY OF CALIFORNIA

60 years of service 1890-1950

PLEASE DETACH AND RETURN THIS STUB WITH REMITTANCE TO

Oscar E. Joelson
1743 Washington St.
Eugene, Oregon 180

DATE

TERMS OF SALE: 30 DAYS NET FROM DATE OF SHIPMENT. MONTHLY ACCOUNTS PAYABLE ON OR BEFORE 10TH OF MONTH FOLLOWING DELIVERY. NO CASH DISCOUNT ALLOWED. OVERDUE ACCOUNTS SUBJECT TO LEGAL RATE OF INTEREST

DATE 19	DESCRIPTION	CHARGES	CREDITS	LAST AMOUNT IS BALANCE DUE
Jun 50	BALANCE FORWARD →			
14		70.18		
15		52.03		
21		45.05		
21		78.82		246.08
Jul 50				
6 27		62.92		
6 30		51.62		
12		187.10		
11		205.70		
10		228.39		
17	Bal From Ashland Acct.	25.93		
15		63.77		—
15		37.51		
15		72.60		
20		211.02		
20		78.11		1470.75
Aug 50				
7 27		54.45		
7 27		92.63		
7 27		49.09		
7 29		189.70		1856.62
				FORWARD

DATE PAID__________
CHECK NO.__________
AMOUNT__________

Loaned drums and barrels are for transportation purposes only and are not to be held for storage. Such containers remain the property of Union Oil Company of California, and it is agreed as a condition of the sale and delivery of product therein, that containers must be returned in good order within ninety days.

UNION OIL COMPANY OF CALIFORNIA

NOTICE--THIS STATEMENT NOT GOOD TO SUPPORT CLAIM FOR REFUND OF MOTOR VEHICLE FUEL LICENSE TAX.

60 years of service

EMENT

Sheet No. 2 Oscar E. Joelson

DATE	DESCRIPTION	CHARGES	CREDITS	LAST AMOUNT IS BALANCE DUE
	BALANCE FORWARD →			1856.62
Aug 50				
2		89.03		
2		48.40		
2		122.24		
7		49.61		
7		127.61		
7		60.50		
7		197.80		
11		108.90		
11		74.97		
11		48.40		
15		122.21		
17		55.66		
17		106.48		
17		41.82		
17		75.14		
19		45.98		
19		12.10		
19		173.69		
24		29.04		
24		48.40		
24		127.75		3622.35
Sep 50				
8 26		49.71		
8 28		24.20		
8 28		7.56		3703.82
Oct 50				
25	Paymt		2000.00	1703.82
	BALANCE FORWARD →			

UNION OIL COMPANY OF CALIFORNIA

RECEIVED
APR 24 1951
FOR FILING

11-8303
3282

Mrs Lewis

April 20, 1951

Great American Indemnity Company
Wells-Reed Insurance, Agent
412 Failing Building
Portland 4, Oregon

Gentlemen:

We have received a Notice of Claim from Myron E. Smith, attorney, in behalf of Union Oil Company. His address is 342 Petroleum Building, 714 West Olympic Boulevard, Los Angeles 15, California. This claim is in the sum of $1,703.82 for gasoline, oil and other petroleum products furnished to Mr. Oscar E. Joelson in his operations on State Highway Contract No. 3282 for rock production on the Rock Creek-Condon-Service Creek Section of the Wasco-Heppner and John Day highways in Gilliam and Wheeler counties.

This information is furnished as the Great American Indemnity Company appears as surety on the performance bond which was provided with the above-named contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Mr. Oscar E. Joelson
1743 Washington Street
Eugene, Oregon

4-30-5438

RECEIVED
APR 2 - 1951
FOR FILING

11-8303

3282

March 30, 1951

Baker and Parker
Pythian Building
Hood River, Oregon

Attention: Mr. Vawter Parker

Gentlemen:

Your letter of March 29 concerning four state highway contracts has been received. The information requested is listed below in the same order as you showed them in your letter.

1. Contract 3446, awarded to Rush Construction Company for rock production on the Eightmile-Heppner Section of the Wasco-Heppner Highway in Morrow County. Surety is United States Fidelity and Guaranty Company with L. Reilly, Cascade Building, Portland 4, acting as agent. Completion date is set for July 31, 1951.

2. Contract 3257, awarded to Stevenson Construction Company for grading and surfacing the West Unit, Hamilton-Long Creek Section of the Kimberly-Long Creek Highway in Grant County. Phoenix Indemnity Company is the surety; their agent is J. S. Lochead, 316 North Church Street, Salem. Date of completion is set for July 31, 1951.

3. Contract 3282, awarded to Oscar E. Joelson for rock production on the Rock Creek-Condon-Service Creek Section of the Wasco-Heppner and John Day highways in Gilliam and Wheeler counties. Surety is the Great American Indemnity Company whose agent is Wells-Reed Insurance, 412 Failing Building, Portland 4. The contract was completed September 1, 1950, and accepted by the Commission on October 26, 1950. Final payment was mailed to the contractor on December 1, 1950.

The fourth job which you mentioned, Mr. Oscar Joelson, sub-contractor to T. W. Thomas at Mt. Vernon, we find is a Bureau of Public Roads P.O. Box 3900 Portland Or job and concerning which we do not have the information shown on the jobs above.

In the event that it is desired to protect any claims against the state highway contracts for a period longer than six months following completion and acceptance of the jobs, it is suggested that the claims be filed with the Secretary of State.

For your convenience we are enclosing excerpts from the Oregon Laws in this matter, although we realize that you have the information in your law library.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Enc.

JOHN BAKER
VAWTER PARKER

TELEPHONE 1831

LAW OFFICES OF
BAKER AND PARKER
PYTHIAN BUILDING
HOOD RIVER, OREGON

JOHN BAKER
VAWTER PARKER

March 29, 1951.

Office of State Highway Engineer
319 State Office Building,
Salem, Oregon.

Re: Harry English.

Attention: Engineer in charge of construction:

Gentlemen:

We represent Harry English of Hood River, Oregon, who is the Du Pont explosive agent for this area and a large share of Eastern Oregon. In this work he delivers powder to a large number of jobs which have been contracted out by the State and for some of which he has not received payment.

We are particularly interested in the following jobs and would like to know the bonding company on each of the following jobs and the completion date, for each of them:

1. Rush Construction Company job at Heppner, in the summer of 1950. 3446
2. Rush Construction Company job at Hamilton, Oregon in the summer and spring of 1950. (This may have been a sub-contract under the Stevenson Construction Company and they worked from January up and to the summer of 1950 at Hamilton.) 3257
3. Oscar E. Joleson, direct contract at Condon, most likely on Rock Creek in summer of 1950. 3282
4. Oscar E. Joleson, sub-contract under T.W.Thomas of Portland at Mt. Vernon, in summer of 1950.

[illegible]

KPR

If we can have the above dates of completion, and the bonding company on each of the foregoing, together with the address of the bonding company we will be very much obligated to you.

Could you also give us the time limit or regulation under which claims must be filed in order to secure their payment, after the date of acceptance of the job.

Very truly yours,

BAKER AND PARKER

Vawter Parker

Vawter Parker.

VP:nd

RECEIVED
MAR 1[illegible] 1951
FOR FILING

11-8302
3282

Mrs Lewis

March 12, 1951

Industrial Accident Commission
Public Service Bldg.

Attention: Mr. H. E. Osborn

Gentlemen:

We acknowledge with thanks your letter of March 9 advising that Mr. Oscar E. Joelson has paid your claim for contributions due the Accident Commission in the sum of $186.76.

This claim was filed in connection with State Highway Contract No. 3282 for rock production on the Rock Creek-Condon-Service Creek Section of the Wasco-Heppner and John Day highways in Gilliam and Wheeler counties.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

INDUSTRIAL ACCIDENT
COMMISSION

COLLECTIONS DIVISION
H. E. OSBORN, ASSISTANT COMMISSIONER

SALEM, OREGON

PAUL E. GURSKE
T. MORRIS DUNNE
L. O. ARENS
COMMISSIONERS

March 9, 1951

HEO: Firm No.52487, Oscar E.Joelson,
Eugene, Oregon.

3282

State Highway Commission,
State Office Building,
Salem, Oregon.

Gentlemen:

On January 29, 1951, we notified you of a claim for contributions due this Commission in the amount of $186.76 from Oscar E. Joelson and Surety, Great American Indemnity Company, for the work of rock production on the Rock Creek-Condon-Service Creek Section of the Wasco-Heppner and John Day Highways in Gilliam and Wheeler Counties.

Please be advised that Mr.Joelson has since paid the amount due the Commission and is again in good standing.

STATE INDUSTRIAL ACCIDENT COMMISSION

H E Osborn
H.E.Osborn
Assistant Commissioner

HEO:FB

CC-Secretary of State,
Capitol Building,
Salem, Oregon.
CC-Great American Indemnity Company,
412 Failing Building,
Portland, Oregon.

NOTED ON CARD
3-12-51

[illegible]

RECEIVED
MAR 15 1951
FOR FILING

11-8303

3282

March 12, 1951

Great American Indemnity Company
Wells-Reed Insurance, Agent
412 Failing Building
Portland 4, Oregon

Gentlemen:

A letter dated March 9 has been received from the Industrial Accident Commission in which they advise that Mr. Oscar E. Joelson has paid in full the claim of the Industrial Accident Commission for contributions due in the sum of $186.76. This claim was filed in our office on January 15, 1951, in connection with State Highway Contract No. 3282 for rock production on the Rock Creek-Condon-Service Creek Section on the Wasco-Heppner and John Day highways in Gilliam and Wheeler counties.

This information is provided as the Great American Indemnity Company appears as surety on the performance bond furnished with the above contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Mr. Oscar E. Joelson
1743 Washington Street
Eugene, Oregon

Commissioners

R. H. Baldock

W. C. Williams

ON FILE

RECEIVED
FEB 6 1951
FOR FILING

11-8303

3282

Mrs Lewis

February 1, 1951

Great American Indemnity Company
Wells-Reed Insurance, Agent
412 Failing Building
Portland 4, Oregon

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by the State Industrial Accident Commission against Oscar E. Joelson. This claim, in the sum of $186.76, is for payroll contributions due through September 30, 1950, in connection with State Highway Contract 3282 for rock production on the Rock Creek-Condon-Service Creek Section on the Wasco-Heppner and John day highways in Gilliam and Wheeler counties. They also advise that Mr. Joelson has failed to file payroll reports for the months of October, November and December, 1950.

This information is provided as the Great American Indemnity Company appears as surety on the performance bond furnished in connection with the above contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

cc - Mr. Oscar E. Joelson
1743 Washington Street
Eugene, Oregon

January 29, 1951

HEO: Firm No.52487, Oscar E.Joelson,
Eugene, Oregon.

State Highway Commission,
State Office Building,
Salem, Oregon.

Gentlemen:

Notice is hereby given that the undersigned, the State Industrial Accident Commission, has a claim for contributions in the sum of $186.76 based on payroll reports through September 30, 1950, against the bond taken from Oscar E. Joelson and surety, Great American Indemnity Company, for the work of rock production on the Rock Creek-Condon-Service Creek Section of the Wasco-Heppner and John Day Highways in Gilliam and Wheeler Counties.

In addition to the amount stated above, the contractor has failed to file reports of payroll, all of which are delinquent, for the months of October, November, and December, 1950, and any amount which may be due for these months cannot be established until such reports are received.

STATE INDUSTRIAL ACCIDENT COMMISSION

H. E. OSBORN
H.E.Osborn
Assistant Commissioner

HEO:FB

CC-Secretary of State,
Capitol Building,
Salem, Oregon.
CC-Great American Indemnity Company,
412 Failing Building,
Portland, Oregon.

Endorsed:
File No. 3264.
FILED JAN. 30, 1951
EARL T. NEWBRY, Secretary of State.

RECEIVED
FEB 6 1951
FOR FILING

Mrs Lewis

11-8303

3282

February 1, 1951

Hon. Earl T. Newbry
Secretary of State
Capitol

Dear Mr. Newbry:

This is to acknowledge your letter dated January 30 advising that the State Industrial Accident Commission has a claim against Oscar Joelson in the sum of $186.76 for contributions through September 30, 1950; and in addition, the contractor has failed to file payroll reports for the months of October, November and December, 1950.

The claim is against State Highway Contract No. 3282 and bears your file No. 3264.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD

[illegible]

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

January 30, 1951

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from the State Industrial Accident Commission and filed as of this date, a notice of claim for contributions in the sum of $186.76 based on payroll reports through September 30, 1950, against the bond taken from Oscar E. Joelson and surety, Great American Indemnity Company, for the work of rock production on the Rock Creek-Condon-Service Creek Section of the Wasco-Heppner and John Day Highways in Gilliam and Wheeler Counties.

(In addition to the amount stated above, the contractor has failed to file reports of payroll, all of which are delinquent, for the months of October, November, and December, 1950, and any amount which may be due for these months cannot be established until such reports are received.)
Our File No. 3264.

We are enclosing three copies of the claim for your information and files.

Please acknowledge receipt of the copies for our records.

Very truly yours,

Earl T. Newbry

Secretary of State.

N:Fb
Enc

RECEIVED
FOR FILING

INDUSTRIAL ACCIDENT
COMMISSION
SALEM, OREGON

COLLECTIONS DIVISION
H. E. OSBORN, ASSISTANT COMMISSIONER

PAUL E. GURSKE
T. MORRIS DUNNE
L. O. ARENS
COMMISSIONERS

[illegible]
3282

January 29, 1951

HEO: Firm No.52487, Oscar E.Joelson,
Eugene, Oregon.

State Highway Commission,
State Office Building,
Salem, Oregon.

Gentlemen:

Notice is hereby given that the undersigned, the State Industrial Accident Commission, has a claim for contributions in the sum of $186.76 based on payroll reports through September 30, 1950, against the bond taken from Oscar E.Joelson and surety, Great American Indemnity Company, for the work of rock production on the Rock Creek-Condon-Service Creek Section of the Wasco-Heppner and John Day Highways in Gilliam and Wheeler Counties.

In addition to the amount stated above, the contractor has failed to file reports of payroll, all of which are delinquent, for the months of October, November, and December, 1950, and any amount which may be due for these months cannot be established until such reports are received.

STATE INDUSTRIAL ACCIDENT COMMISSION

H.E.Osborn
H.E.Osborn
Assistant Commissioner

HEO:FB

CC-Secretary of State,
Capitol Building,
Salem, Oregon.
CC-Great American Indemnity Company,
412 Failing Building,
Portland, Oregon.

REFERRED TO
Geary
BY SECRETARY

note on card

NOTED ON CARD

DENT COMMISSION

FORM 69

COPY

January 22, 1951

HEO: Firm No.52487, Oscar E.Joelson
Eugene, Oregon.

Mr.Fred C.Reed,
Wells-Reed Insurance, General Agents,
Great American Indemnity Company,
412 Failing Building,
Portland 4, Oregon.

Dear Mr.Reed:

Thank you for your letter of January 17, 1951, with reference to the contributions' delinquency of the above-named contractor.

Mr.Joelson is delinquent in payment of his contributions in the amount of $186.76 covering from July through September, 1950, on the Rock Creek-Condon-Service Creek Section of the Wasco-Heppner and John Day Highways' contract. In addition to this money delinquency, his monthly reports are delinquent for the past three months, from October through December, 1950. Our field representative has been in touch with Mrs.Joelson and these reports have been promised for the very near future.

Although we have never had to take any legal action for collection against Mr.Joelson, he is frequently delinquent in the matter of filing his reports and the payment of contributions, and our dissatisfaction with his method of handling his account has been the subject of frequent letters without any consistent improvement being shown by him.

Although he has failed to file his reports showing his contributions during the last three months and we are, therefore, unable to give the amount due us for that period, we have positive information he had payroll during that period, and therefore you may wish to remind him of the importance of bringing his account to date without further delay.

Very truly yours,

COLLECTIONS DIVISION

H E Osborn

H.E.Osborn
Assistant Commissioner

HEO:FB
CC-State Highway Commission,
Salem, Oregon.
CC-Mr.Oscar E.Joelson,
1743 Washington St.,
Eugene, Oregon.

NOTED
H. B. GLAISYER

RECEIVED
FEB 8 1951
FOR FILING

11-[illegible]
COLLECTIONS DIVISION
H. E. OSBORN, ASSISTANT COMMISSIONER
3282

STATE OF OREGON
1859

INDUSTRIAL ACCIDENT
COMMISSION

SALEM, OREGON

PAUL E. GURSKE
T. MORRIS DUNNE
L. O. ARENS
COMMISSIONERS

January 29, 1951

HEO: Firm No.52487, Oscar E.Joelson,
Eugene, Oregon.

Mr.H.B.Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

NOTED
H. B. GLAISYER

Dear Mr.Glaisyer:

Thank you very much for your informative letter of January 16, 1951, and for your thoughtfulness in providing us with the form in which demand should be made upon surety. We will be careful to protect ourselves in the future by following the procedure outlined by you.

As you will note from the enclosed copy of the required notice, Joelson is owing us $186.76 covering through September, 1950, but has failed to file his reports for the last three months of the year and, therefore, we are unable to determine the amount due.

For whatever value it might be to you, it may be stated that Joelson is the subject of frequent delinquency notices and demands for payment by this Commission and that this situation has prevailed for some years. It is presumed that this information will concern you only at such times as you are letting a contract, but we understand from our Firm Division that they have recently received notice from you that he has recently bid on another job.

We again wish to thank you for your courtesy and efficiency.

Very truly yours,

COLLECTIONS DIVISION

H E Osborn
H.E.Osborn
Assistant Commissioner

HEO:FB
Enc.

REFERRED TO
Query
BY SECRETARY

noted
gK

NOTED
F. QUERY

RECEIVED
[illegible] 1951
FOR FILING

11-8303

3282

3282

Mrs Lewis

January 16, 1951

Industrial Accident Commission
Public Service Building

Attention: Mr. H. E. Osborn

Gentlemen:

We have your letter of January 15 advising that Mr. Oscar E. Joelson is delinquent in his account with your Commission for the period July 1 to December 31, 1950. Mr. Joelson held State Highway Contract No. 3282 for rock production on the Rock Creek-Condon-Service Creek Section of the Wasco-Heppner and John Day highways in Gilliam and Wheeler counties. This contract was completed September 1 and accepted by the Commission on October 26, 1950, and final payment was made to Mr. Joelson on December 1, 1950. Mr. Joelson does not have any other contracts with the State Highway Commission at this time.

As the six months' period following completion of the job and acceptance by the Commission has not yet expired, it is our understanding that your claim against Mr. Joelson is covered by the bond issued for this contract. The surety in this instance is the Great American Indemnity Company and their agent is Wells-Reed Insurance, 412 Failing Building, Portland 4. Your attorneys are, no doubt, familiar with the procedure for filing a claim with the Secretary of State; but for the sake of convenience we are attaching an excerpt from the law outlining the procedure in the event that you may wish to file your claim with the Secretary of State.

We will notify Mr. Joelson and the surety concerning the delinquency of the contractor's account.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

[illegible]

1-16-51, gf

Mrs. Lewis

January 16, 1951

Great American Indemnity Company
Wells-Reed Insurance
412 Failing Building
Portland 4, Oregon

Gentlemen:

We have received a letter dated January 15 from the Industrial Accident Commission advising that Mr. Oscar E. Joelson's account with them is delinquent for the period from July 1 to December 31, 1950. The amount is not stated, although they advise that it is in connection with work on the Wasco-Heppner and John Day highways, which, apparently is State Highway Contract No. 3282 on the Rock Creek-Condon-Service Creek Section on the Wasco-Heppner and John Day highways in Gilliam and Wheeler counties.

This information is furnished as the Great American Indemnity Company appears as surety on the bond furnished in connection with the above contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Mr. Oscar E. Joelson
1743 Washington Street
Eugene, Oregon

[illegible] CARD

STATE OF OREGON

INDUSTRIAL ACCIDENT
COMMISSION

1859

COLLECTIONS DIVISION
H. E. OSBORN, ASSISTANT COMMISSIONER

SALEM, OREGON

PAUL E. GURSKE
T. MORRIS DUNNE
L. O. ARENS
COMMISSIONERS

January 15, 1951

Oregon State Highway Commission
Building

Attention: H. B. Glaisyer
Secretary

Re: Firm No. 52487
Oscar E. Joelson
General Contractor
Eugene, Oregon

Gentlemen:

We have account No. 52487 with Oscar E. Joelson of Eugene, Oregon, which indicates that last year he had a contract with the Highway Commission to perform work on the Wasco-Heppner and John Day Highways.

Mr. Joelson's account with this Commission is delinquent for the period 7-1-50 to 12-31-50 and it will, therefore, be appreciated if you will advise if Mr. Joelson still has a contract with the Highway Commission. If not, we would appreciate knowing if he has any monies due him from the Commission.

Your assistance in this matter will be greatly appreciated.

Yours very truly,

COLLECTIONS DIVISION

H. E. Osborn

H. E. Osborn
Assistant Commissioner

DEZ:ec

REFERRED TO
[illegible]
BY SECRETARY

[illegible]

RECEIVED
DEC 5 1950
FOR FILING

11-8303

Files

OREGON STATE HIGHWAY COMMISSION
(date)
Nov. 30, 1950

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3282	1-final	Oscar E. Joelson

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
19676	B-4932	$ 844.26	11/30/50

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. A. Wahlander
ACCOUNTING DIVISION

Specified Completion Date: July 15, 1950

Time Extensions: Extended to Sep. 1, 1950 without penalty

Completion Date: Sep. 1, 1950

Date Accepted: Oct. 26, 1950

Penalties: None of record

Claims: None of record that are unpaid

Remarks:

Date: 12-1-50

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer Jr.
H. B. Glaisyer
Secretary

Warrant Mailed: DEC 1 1950
A. A. Wahlander

NOTED ON CARD

RECEIVED
NOV 14 1950
FOR FILING

11-8302

3282

Mrs Lewis

November 13, 1950

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Building
Portland 4, Oregon

Gentlemen:

We have received a letter from The Dalles Lumber and Manufacturing Company advising that they have no claim for money due against Mr. Oscar E. Joelson. They state that their claim of August 23, 1950, in the amount of $56.77 has been paid in full.

This is in connection with State Highway Contract No. 3282 awarded to Mr. Oscar E. Joelson.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Mr. Oscar E. Joelson
1743 Washington Street
Eugene, Oregon

[illegible]

11-13-505 C

NOV 14 1950
FOR FILING

3282

Mrs [illegible]

November 13, 1950

The Dalles Lumber and Manufacturing Company
The Dalles, Oregon

Gentlemen:

We acknowledge with thanks your letter of November 9 advising that your claim against Mr. Oscar E. Joelson in the sum of $56.77 has been paid in full by him.

Your claim was in connection with State Highway Contract No. 3282.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD
11-13-50 gl

THE DALLES LUMBER AND MANUFACTURING COMPANY

THE DALLES, OREGON

November 9, 1950

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Please be advised that we have no claim for money due, at this time, against Mr. Oscar E. Joelson of 1743 Washington Street, Eugene, Oregon, the contractor working under your contract # 3282.

The claim for $56.77 which we filed on August 23 last, has been paid in full by Mr. Joelson.

Very truly yours,

THE DALLES LUMBER & MFG. CO.

J. B. Porterfield

J. B. Porterfield.

JBP:wb

[illegible]
BY SECRETARY

[illegible]

RECEIVED
NOV 10 1950
OREGON
STATE HIGHWAY COMMISSION

ED ON CARD
11-10-50, g. C

RECEIVED
NOV 8 - 1950
FOR FILING

11-8303

3282-

November 8, 1950

Trojan Powder Company
522 S. W. Fifth Avenue
Portland 4, Oregon

Gentlemen:

We have your letter of November 7 concerning the status of State Highway Contract 3282 awarded to Oscar E. Joelson for rock production on the Rock Creek-Condon-Service Creek Section of the Wasco-Heppner and John Day highways in Gilliam and Wheeler counties.

This contract was completed September 1, 1950, and accepted by the Commission October 26, 1950. Final payment is to be made on or after November 13, 1950.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

OTATIONS SUBJECT TO CHANGE WITHOU CE. ALL CONTRACTS AND AGREEMENTS ARE CONTIN PON STRIKES, ACCIDENTS AND OTHER DELAY
UNAVOIDABLE OR BEYOND OUR CONTROL. NO CONTRACT IS BINDING UPON THE COMPANY UNLESS APPROVED IN WRITING BY AN OFFICER.

TROJAN EXPLOSIVES CHEMICALS

TROJAN POWDER COMPANY
322 S. W. FIFTH AVE.
PORTLAND 4, ORE.

ALLENTOWN, PA.
NEW YORK, N. Y.

SAN FRANCISCO, CALIF.
LOS ANGELES, CALIF.

November 7, 1950

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We notice that publication has been made that contract 3282 with Oscar E. Joelson on the Rock Creek-Condon Service Creek, Wasco-Heppner Secondary and John Day Highway in Gilliam and Weeler Counties was completed on September 1, 1950.

Have you an acceptance date on this contract and if so, will you please advise us to that effect.

Very truly yours,

TROJAN POWDER COMPANY

K. A. Merriman

K. A. Merriman
District Manager

KAM:w

RECEIVED
NOV 8 1950
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 6 - 1950
FOR FILING

11-83 [illegible]

3282

November 3, 1950

Great American Indemnity Company
Wells-Reed Insurance, Agent
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

Please be advised that State Highway Contract No. 3282, for rock production on the Rock Creek-Condon-Service Creek Section of the John Day and Wasco-Heppner Secondary Highways in Gilliam and Wheeler Counties, has been completed by the contractor, Oscar E. Joelson, and that final payment in the amount of $844.26 will be made on or after November 13, 1950.

There is a claim filed against this project by The Dalles Lumber & Manufacturing Co. for timbers and planking furnished, in the amount of $56.77, of which you have been previously notified.

For your information we wish to advise that the total contract amount is $28,141.84, and that no force account work was performed on the job. This contract was completed on September 1 and accepted by the Commission on October 26, 1950.

We are sending you this notice as your Company is surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc:

NOTED ON CARD

11-3-50

RECEIVED
NOV 2 - 1950
FOR FILING.

11-8202

3282

November 1, 1950

Mr. Oscar E. Joelson
1743 Washington St.
Eugene, Oregon

Dear Sir:

The State Highway Commission, at its meeting on October 26, 1950, had under discussion your request for an extension of time of 48 days, from July 15, 1950 to September 1, 1950, within which to complete your contract No. 3282 for rock production on the Rock Creek-Condon-Service Creek Section of the John Day and Wasco-Heppner Secondary Highways in Gilliam and Wheeler Counties.

I am pleased to inform you that the Highway Commission granted your request without penalty. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily accept either the recommendation of the engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: E. F. Chidsey,
Division Engineer

Claude Mahan,
Resident Engineer

M. O. Smith

NOTED ON CARD

RECEIVED
OCT 27 1950
FOR FILING

11-8303

3282

October 24, 1950

Request for extension of time
No. 11
November 9 and 10 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Oscar E. Joelson for an extension of time on Contract No. 3282, Rock Creek-Condon-Service Creek Section, from July 15, 1950 to September 1, 1950.

This contractor had subcontracted the rock crushing on several federal-aid projects and was delayed a certain amount of time in moving in on this project. The State has not been inconvenienced, and no extra engineering costs have been incurred because of the overrun.

I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.
cc Mr. W. C. Williams
Mr. H. G. Smith

hi

RECEIVED
SEP 21 1950
FOR FILING

11-8303

3282

September 20, 1950

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Dear Sir:

The State Highway Commission is prepared to make semi-final payment to Oscar E. Joelson on contract No. 3282, for rock production on the Rock Creek-Condon-Service Creek Section of the Wasco-Heppner Secondary and John Day Highways in Gilliam and Wheeler Counties. This payment, in the amount of $14,098.86, will be made on or after September 30, 1950. The retained percentage is $844.26.

There is a claim filed against this project by the The Dalles Lumber & Manufacturing Co., for timbers and planking furnished the contractor, in the amount of $56.77, of which you have been previously notified.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
[illegible]

Form E-1—10M—7-50

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 8, 1950

Section Rock Creek - Condon - Service Creek

Kind of work Rock Production

Highway Wasco - Heppner Secondary & John Day

Section prefix 11-8303

Contractor Oscar E. Joelson

Contract number 3282

Date of contract Feb. 7, 1950

Date of completion July 15, 1950

Date work started July 11, 1950

Estimated date of completion Sept. 1, 1950

Amount of contract $28,079.50

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $28,701.84

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $1,650.00, %

Date project was completed Sept. 1, 1950, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Office work on contract completed and Semi-Final estimate sent to Division Office in La Grande, 9/7/50.

Contractor is cleaning up at quarry site.

NOTED
H. W. LIBBY

NOTED
E. M. [illegible]

Signed John H. Walker

Address Boardman Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

NOTED
B. A. MARTIN

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			46.34		
Miles partially completed			46.34		
Miles completed			46.34		
Total estimated quantities			11,689.8		
Estimated quantities moved or placed to date			11,689.8		
Average daily quantities			-		
Average daily quantities necessary to complete project on time			-		
Number shifts per day			-		
Hours per shift			-		
Average force on project for week			-		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Slightly cloudy		
Saturday			

RECEIVED
OFFICE OF

State Printing Dept. 41606

RECEIVED
AUG 31 1950
FOR FILING

Mrs Lewis

11-8302

3282

August 25, 1950

Wells-Reed Insurance
412 Failing Building
Portland 4, Oregon

Gentlemen:

We have received a letter dated August 23 from The Dalles Lumber and Manufacturing Company, The Dalles, advising that Mr. Oscar E. Joelson owes them the sum of $56.77 for timbers and planking which he purchased while his equipment was on the highway construction job between Rufus and Blalock. Although the description of the location of the work does not check exactly, it appears that this claim is in connection with State Highway Contract 3282 awarded to Oscar E. Joelson for rock production on the Rock Creek-Condon-Service Creek Section of the Wasco-Heppner Secondary and John Day highways in Gilliam and Wheeler counties.

This information is provided as the Great American Indemnity Company appears as surety on the bond executed in connection with Contract 3282.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Mr. Oscar E. Joelson
2743 Washington Street
Eugene, Oregon

8-25-50

RECEIVED
AUG 31 1950
FOR FILING

11-8303

3282

32 –

Mr. Lewis

Files

August 25, 1950

The Dalles Lumber and Mfg. Co.
The Dalles, Oregon

Attention: Mr. J. B. Porterfield

Gentlemen:

This is to acknowledge your letter of August 23 advising that Mr. Oscar E. Joelson owes your Company $56.77 for timbers and planking which he purchased while his equipment was on the highway job between Rufus and Blalock. Although the description does not exactly parallel the job, we believe that your claim may be in connection with Mr. Joelson's operations on State Highway Contract No. 3282 for rock production on the Rock Creek-Condon-Service Creek Section of the Wasco-Heppner Secondary and John Day highways. Mr. Joelson is still working on this job and we do not have his field address. His home address, however, is 1743 Washington Street, Eugene, Oregon.

The surety on the above contract is Great American Indemnity Company and their agent in this instance is Wells-Hood Insurance, 412 Failing Building, Portland 4.

If you wish to take steps to protect your claim beyond a period of six months after the job is completed and accepted by the Commission, it is suggested that you file your claim with the Secretary of State. We are enclosing an excerpt from the Oregon Laws outlining the necessary procedure.

Your claim will be noted in our records and we will advise the surety and the contractor of its receipt.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Enc.

NOTED ON CARD
8-25-50 gf

THE DALLES LUMBER AND MANUFACTURING COMPANY

THE DALLES, OREGON

August 23, 1950

State Highway Commission,
Salem, Oregon.

Gentlemen:

Since April 5, 1950, a Mr. Oscar E. Joelson has owed us the sum of $56.77 for timbers and planking which he purchased from us while his equipment was on the highway construction job between Rufus and Blalock.

We have made numerous attempts to collect this debt from Mr. Joelson, but to no avail.

It is my understanding that he is still employed by the Commission, and is now working some where in Eastern Oregon.

We would greatly appreciate it, therefore, if you would advise us by return mail just where we might get in touch with Mr. Joelson and, at the same time, submit the name and address of the subject's Bonding Company so that we may contact them in an effort to collect this delinquent account.

Thanking you very much for your cooperation, we remain,

Very truly yours,

THE DALLES LUMBER & MFG. CO.

J. B. Porterfield

J. B . Porterfield.

JBP:wb

RECEIVED
[illegible]
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD
8-25-50, SC

RECEIVED
MAR 16 1950
FOR FILING

11-8302

3282

March 16, 1950

Mr. Oscar E. Joelson
1743 Washington St.
Eugene, Oregon

Dear Sir:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3282 which was awarded to you on February 7, 1950 by the State Highway Commission, for rock production on the Rock Creek-Condon-Service Creek Section of the Wasco-Heppner Secondary and John Day Highways in Gilliam and Wheeler Counties.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 3/16 gl

RECEIVED
FEB 9 1950
FOR FILING

11-8303

3282

February 8, 1950

Oscar E. Joelson
1743 Washington Street
Eugene, Oregon

Dear Mr. Joelson:

The State Highway Commission on February 7, 1950, awarded you the contract for rock production on the Rock Creek-Condon-Service Creek Section of the Wasco-Heppner Secondary and John Day Highways, in Gilliam and Wheeler Counties. This award was based on your low bid of $28,079.59 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc - S. H. Probert

S-218(4) Hardman-Chapin Cr. Sec., 1950
Heppner-Spray Secon. Hwy.
#3283

RECEIVED
FOR FILING

R. H. Baldock
December 22nd, 1950

FINAL COST ANALYSIS
Hardman-Chapin Creek

Contract #3283
Prefix 125-1018 S-218 (4)

S-218 (4)

Contractor - Morrison & Fisher
Resident Engineer - John M. Walker

State Highway

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Crubbing	All		$	$	$1,546.40	$3,500.00
Trench Excavation	312.17	Cu. Yd.	2.70	2.57	802.28	842.86
General Excavation	45,928.4	" "	0.55	0.58	26,638.47	25,260.62
Truck Haul	12,169.9	Yd. Mi.	0.14	0.175	2,129.73	1,703.79
Finishing R/B & Slopes	6.14	Mile	450.00	385.50	2,366.97	2,763.00
12" Corr. Metal Pipe	54	Lin. Ft.	2.75	2.60	140.40	148.50
18" " " "	34	" "	3.60	3.35	113.90	122.40
24" " " "	8	" "	5.00	4.51	36.10	40.00
36" " " "	46	" "	9.60	8.74	402.04	441.60
84" " " " , Uncoated	96	" "	36.00	31.73	2,919.16	3,312.00
18" Concrete Pipe	120	" "	3.40	3.28	393.60	408.00
24" " "	21	" "	5.20	5.16	108.37	109.20
36" " "	4	" "	11.30	9.91	39.62	45.20
Salvaging Culvert Pipe	42	" "	1.50	1.07	45.12	63.00
Selected R/B Topping	25,985	Cu. Yd.	0.44	0.347	9,016.80	11,433.40
Hauling " "	22,970.5	Yd. Mi.	0.14	0.12	2,756.46	3,215.87
*1"-0" Rock in Level Course and Shldrs.	7,700	Cu. Yd.	1.80	1.75	13,475.00	13,860.00
Sprinkling	1,100	M-Gal.	2.00	1.82	2,002.00	2,200.00
Preparation of Base	6.14	Mile	200.00	175.00	1,074.50	1,228.00
*Furn. & Place Aggregate	2,613	Cu. Yd.	3.35	3.21	8,387.73	8,753.55
Furn. & Place 151-200 Asphalt	221.56	Ton	39.50	38.99	8,638.41	8,751.62
*3/4"-½" Cr. Rock in Stockpile	767.6	Cu. Yd.	1.98	1.71	1,312.60	1,519.85
*½"-¼" " " " "	635.2	" "	2.00	1.73	1,098.90	1,270.40
*¼"-0" " " " "	330	" "	2.65	2.30	759.00	874.50

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*SP Purchase Screen Rejects in S.P.	291.6	Cu. Yd.	$0.25	$0.25	$72.90	$72.90
PA #1, Purchase Excess 121-200 Asphalt in Barrels	1.13	Bbl.	30.00	30.00	33.90	33.90
PA #2, Purchase Excess 18" Concrete Pipe	9	Lin. Ft.	2.00	2.00	18.00	18.00
*PA #3, Purchase Excess 1"-0" Cr. Rock in S.P.	763	Cu. Yd.	1.30	1.30	991.90	991.90
*PA #3, Purchase Excess 3/4"-½" Cr. Rock in S.P.	112.9	"	1.30	1.71	193.06	146.77
Force Account					256.23	283.50
					$87,769.55	$93,414.33

* All or part of work done by J. F. Konen Construction Co.

Gross Revenue	$93,414.33
Total Cost	87,769.55
Net Profit	$ 5,644.78

Net Profit Equals 6% of Gross Revenue

Hardman-Chapin Creek
Contract #3283

Detail of Cost

Labor:

Supervision	$3,000.00	
Labor	34,105.13	
Labor Insurance	2,411.83	
		$39,516.96

Materials:

12" Corr. Metal Culvert Pipe	54 feet at	$1.45	$78.30	
18" " " " "	34 " "	2.07	70.38	
24" " " " "	8 " "	3.17	25.36	
36" " " " "	46 " "	6.29	289.34	
84" " " " " Uncoated & Bands	92 " "	24.45	2,249.40	
12" Corr. Metal Bands	5 "	2.16	10.80	
18" " " "	3 "	2.63	7.89	
24" " " "	1 "	3.25	3.25	
36" " " "	5 "	7.09	35.45	
18" Concrete Culvert Pipe	120 feet "	2.00	240.00	
24" " " "	21 " "	3.08	64.68	
36" " " "	4 " "	6.21	24.84	
151-200 Penetration Asphalt	222.69 ton "	20.00	4,453.80	
Freight on Asphalt	222.69 " "	8.00	1,865.81	
				9,419.30

Equipment Rentals & Misc. Supplies:

Equipment Rental (Owned)	$7,557.25	
" " (Hired, Fully-operated except gas, oil and grease)	11,675.43	
Gas, Oil & Grease	5,624.58	
Bond	679.54	
Misc. Supplies & Repairs	600.21	
Move In, Freight & Cartage	762.27	
P.U.C.	102.03	
P.L. & P.D. Insurance	116.25	
Explosives	383.91	
Home Office & Overhead	375.00	
Paid to J. F. Konen Construction Co. in addition to labor, gas, oil and grease	10,956.82	
		38,833.29

Total Cost $87,769.55

Hardman-Chapin Creek

Remarks:

This was a "Federal Aid Secondary Project" for the grading and oiling of 6.14 miles of highway on the Hardman-Chapin Creek Section of the Heppner-Spray Secondary Highway in Morrow County.

This project was bid and awarded February 7th, 1950, work started March 16th, 1950, and completed August 29th, 1950.

The contractor moved in his grading equipment which consisted of a 3/4 cu. yd. Lima shovel, D-8 cat and dozer, 1 carryall, 1 210 cu. ft. compressor, 2 jackhammers and 1 ripper on March 16th, 1950. The excavation progressed slowly due to the rock encountered, and the D-8 cat and dozer and scraper was only used for a period of three weeks then discontinued, and the shovel and from two to five yard dump trucks were used for the balance of the excavation. Due to slow progress with shovel and trucks, a small loss was suffered on excavation.

The J. F. Konen Construction Co. crushed all of the maintenance material, and the rock for this project which consisted of a total of 12,922 cu. yds. The crushing time on this material was 244 hours, which was an average of 53 cu. yds. per hour. The crushing equipment consisted of a Cedar Rapids portable crusher and an 18" x 36" jaw crusher, one 20 cu. yd. steel bunker and one 12 cu. yd. steel bunker, a D-7 cat and dozer being used to move the rock to the crusher feeder. The quarry was located at M.P. 11.62 adjacent to the Heppner-Spray Secondary Highway on the easterly side of the highway and contained excellent dice rock for crushing.

The clearing consisted of light brush and small Pine trees, and there was very little clearing on the north end of the project. The bulk of the clearing was from the center to the south end of the project.

The contractor used various talus deposits adjacent to the highway for the topping and made very good progress using a 3/4 cu. yd. Lima shovel and six 6 cu. yd. trucks and one D-4 cat and dozer and one blade on the street work.

Oiling operations started August 16th, 1950, and completed the oiling August 21st, 1950. The asphalt was bought in Portland and transported to the project by the Arrow Transporting Company in tank cars.

The contractor had fair bid prices, good supervision and equipment but realized only a small profit due to slow progress on grading.

E. H. Clymer
Chief Cost Analyst

By . . George Kayser

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ORegon State Highway Commission

ORegon

OREGON STATE HIGHWAY COMMISSION
(date)
Nov. 29, 1950

S 218(4)		
(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3283	6-final	Morrison & Fisher

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
19358	R-4830	$ 4,212.28	11/28/50

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. A. Wichlander
ACCOUNTING DIVISION

Specified Completion Date: Sep. 30, 1950

Time Extensions: None required

Completion Date: Aug. 29, 1950

Date Accepted: Sep. 28, 1950

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-30-50

To the Accounting Division:

Release of the above warrant is hereby authorized.

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: DEC 1 1950
A. A. Wichlander

NOTED ON CARD
11-[illegible]

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NOV 1 - 1950
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8-218(4)

3282

October 31, 1950

United States Fidelity & Guaranty Co.
W. Talbot Sinclair, Manager
1112 Cascade Bldg.
Portland 4, Oregon

Dear Sir:

Please be advised that State Highway Contract No. 3283, for work on the Hardman-Chapen Creek Section of the Heppner-Spray Secondary Highway in Morrow County, has been completed by the contractor, Morrison & Fisher, and that final payment in the amount of $4,212.28 will be made on or after November 10, 1950.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

For your information we wish to advise that the total contract amount is $$93, [illegible].33, of which amount $283.50 represents force account items. This contract was completed on August 29 and accepted by the Highway Commission on September 28, 1950.

We are sending you this notice as your Company is surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
OCT 3 1950
FOR FILING

8-218(4)

3283

October 3, 1950

W. Talbot Sinclair, Manager
United States Fidelity & Guaranty Co.
1112 Cascade Bldg.
Portland 4, Oregon

Dear Sir:

The State Highway Commission is prepared to make semi-final payment to Morrison & Fisher on contract No. 3283, covering the Hardman-Chapen Creek Section of the Heppner-Spray Secondary Highway in Morrow County. This payment, in the amount of $574.65, will be made on or after October 13, 1950. The retained percentage is $2,758.83.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

gl

Secretary

NOTED ON CARD
10-3-50 gl

RECEIVED
SEP 1 9 1950
FOR FILING

8219(4)

September 19, 1950

W. Talbot Sinclair, Manager
United States Fidelity & Guaranty Co.
1112 Cascade Bldg.
Portland 4, Oregon

Dear Sir:

It is the intention of the State Highway Commission to release to Morrison & Fisher a portion of the funds that heretofore have been retained by the Commission, in connection with contract No. 3283 covering the Hardman-Chapen Creek Section on the Heppner-Spray Secondary Highway in Morrow County. This payment, which is in the amount of $30,817.07, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $2,741.05. The present payment will be made on or after September 29, 1950.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for any such claims should there be any.

This notice is sent to you as your Company is surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

9-19-50

Form E-1—10M—7-50

8-218(4)

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 8, 1950

Section Hardman - Chapin Creek

Kind of work Grading and Oil Mat Surfacing

Highway Heppner - Spray Secondary

Section prefix 125-1018

Contractor Morrison & Fisher

Contract number 3283

Date of contract Feb. 7, 1950

Date of completion Sept. 30, 1950

Date work started March 16, 1950

Estimated date of completion Aug. 29, 1950

Amount of contract . . . . $ 90,605.00

Per cent of time elapsed 91 %

Estimated cost of completed project, exclusive of engineering . . . . $ 90,845.00

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date $ 9,000.00, %

Date project was completed Aug. 29, 1950

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor has completed project and moved all equiptment from the job.

Office force working on Semi-Final Estimate.

NOTED
H. W. LIBBY

NOTED
E. M. [illegible]

Signed

Address Boardman, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

NOTED
B. A. MARTIN

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	6.14	6.14	1800 CY	6.14	
Miles partially completed	6.14	6.14	1800 CY	6.14	
Miles completed	6.14	6.14	1800 CY	6.14	
Total estimated quantities	45,000	33685	1800 CY	2 21.56 Tons Asph 2613 CY Aggr.	
Estimated quantities moved or placed to date	45,000	33685	1800 CY	221.56 Tons Asph 2613 CY Aggr.	
Average daily quantities	-	-	-	-	
Average daily quantities necessary to complete project on time	-	-	-	-	
Number shifts per day	-				
Hours per shift	-				
Average force on project for week	-				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Slightly cloudy		
Saturday			

RECEIVED
OFFICE OF
CONST[illegible] ENGINEER

RECEIVED
SEP 5 1950
FOR FILING

8-218 (4)

August 31, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was completed on August 29, 1950 on Contract No. 3283, Hardman-Chapin Creek Section, in connection with Federal Aid Project No. S-218 (4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

cc: John Cattrall

[illegible]

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BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF COMMERCE
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

May 11, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon 8-218(4)
Hardman-Chapen Creek Section
Heppner-Spray Highway

Dear Sir:

Enclosed herewith for your files is an executed copy of the project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: LJCaufield
L. J. Caufield
Principal Highway Engineer

Encl.

Jm

m PR 2 (Revised 1946)

11

State Oregon

Project No. S-218(4)

Federal Aid Secondary

PUBLIC ROADS ADMINISTRATION

FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 2nd day of May, 1950, by and between The Oregon State Highway Commission

, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 14th day of September, 1949, a program, which was approved on the 8th day of November, 1949, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 20th day of January, 1950; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of fifty-seven thousand and 00/100

dollars ($57,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 523, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 29+61 in the NE 1/4, Section 3, T. 5 S., R. 25 E., W.M., and survey station 353+66 in the NE 1/4, Section 30, T. 5 S., R. 26 E., W.M., without exception

, length 6.134 miles, in Morrow County, being Oregon Federal Aid/ Secondary project No. S-210(4), consisting of 6.134 miles of roadway and no bridges,[redacted] of more than 20 feet clear span, [redacted]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

16—11370-3

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of fifty-seven thousand and 00/100 dollars ($ 57,000.00), which does not exceed the authorized Federal pro rata share of ninety-five thousand four hundred eighty-five and 83/100 dollars ($ 95,485.83), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Ben R. Chandler
Chairman, State Highway Commission
(Title of officer)

By M. F. Mc
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

Attest
SECRETARY

RECOMMENDED FOR APPROVAL
STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS,

By
Acting *Division Engineer,*
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 16—11579-2

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MAY 9 - 1950

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FOR FILING

S-218(4)

March 30, 1950

Mr. T. H. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate as basis for project agreement for the Hardman-Chapman Creek Section, Project No. S-218 (4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN:gs

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-218 (4)

HARDMAN-CHAPIN CREEK SECTION OF THE HEPPNER-SPRAY HIGHWAY IN MORROW COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 28, 1950

Type Code 3210
Roadway (Sta. 29+81 to 353+66)

All Required		Clearing and Grubbing		$ 3,500.00
90	cu. yds.	Trench Excavation, Unclassified	$ 2.70	243.00
39,000	cu. yds.	General Excavation, Unclassified	0.55	21,450.00
10,400	yd. miles	Truck Haul	0.14	1,456.00
6.14	miles	Finishing Roadbed and Slopes	450.00	2,763.00
14	lin. ft.	12" Corr. Metal Pipe	2.75	38.50
36	lin. ft.	18" Corr. Metal Pipe	3.60	129.60
10	lin. ft.	24" Corr. Metal Pipe	5.00	50.00
22	lin. ft.	36" Corr. Metal Pipe	9.60	211.20
110	lin. ft.	84" Corr. Metal Pipe, Uncoated	36.00	3,960.00
130	lin. ft.	18" Concrete Pipe	3.40	442.00
26	lin. ft.	24" Concrete Pipe	5.20	135.20
6	lin. ft.	36" Concrete Pipe	11.30	67.80
34	lin. ft.	Salvaging Culvert Pipe	1.50	51.00
29,000	cu. yds.	Selected Roadbed Topping	0.44	12,760.00
36,000	yd. mi.	Hauling Roadbed Topping	0.14	5,040.00
7,800	cu. yds.	1" - 0" Rock in Leveling Course and Shoulders	1.80	14,040.00
860	M-gal.	Sprinkling	2.00	1,720.00
6.14	miles	Preparation of Base	200.00	1,228.00
2,400	cu. yds.	Furnishing and Placing Aggregates	3.35	8,040.00
240	tons	Furnishing and Placing 151-200 Asphalt	39.50	9,480.00
			Subtotal	$86,805.30
			10% Engr. & Cont.	8,680.53
			Total	$95,485.83

Length of Roadway	6.134 miles
Cost per mile	$15,543.84

Federal Aid Secondary Funds- $57,000.00
State Funds- 38,485.83

$95,485.83

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

HARDMAN-CHAPEL CREEK SECTION

PROJECT NO. S-218 (4)

While negotiations for rights of way are in progress, four parcels have not been acquired, nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary rights of way can be made fully available within twenty-one days.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

January 16, 1950

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
~~PUBLIC ROADS ADMINISTRATION~~
~~FEDERAL WORKS AGENCY~~
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX 3900
PORTLAND 8, OREGON

January 20, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.&E. documents for Oregon Project S-218(4), Hardman-Chapin Creek, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Type code number as shown on your estimate has been corrected to read 3210.

Concurrence in award will be withheld pending advice that all right-of-way or rights-of-entry have been obtained.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

January 17, 1950

Mr. T. H. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are sending under separate cover six sets of small scale plans for the Hardman-Chapin Creek Section, Project No. S-218 (4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN:gs

January 16, 1950

Mr. T. M. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate and four copies of right of way statement to accompany plans and specifications for the Hardman-Chapen Creek Section, Project No. S-218 (4).

Six bid proposals and one set of plans are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWH:ge

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-218 (4)

HARDMAN-CHAPEN CREEK SECTION OF THE
HEPPNER-SPRAY HIGHWAY IN MORROW COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, January 16, 1950

Type Code 4231

Roadway (Sta. 29+81 to 353+66)

All Required		Clearing and Grubbing		$ 3,500.00
90	cu. yds.	Trench Excavation, Unclassified	$ 3.00	270.00
39,000	cu. yds.	General Excavation, Unclassified	0.65	25,350.00
10,400	yd. mi.	Truck Haul	0.25	2,600.00
6.14	miles	Finishing Roadbed and Slopes	500.00	3,070.00
14	lin. ft.	12" Corr. Metal Pipe	2.50	35.00
36	lin. ft.	18" Corr. Metal Pipe	3.50	126.00
10	lin. ft.	24" Corr. Metal Pipe	5.00	50.00
22	lin. ft.	36" Corr. Metal Pipe	10.00	220.00
110	lin. ft.	84" Corr. Metal Pipe, Uncoated	36.00	3,960.00
130	lin. ft.	18" Concrete Pipe	3.00	390.00
26	lin. ft.	24" Concrete Pipe	5.00	130.00
6	lin. ft.	36" Concrete Pipe	12.00	72.00
34	lin. ft.	Salvaging Culvert Pipe	1.50	51.00
29,000	cu. yds.	Selected Roadbed Topping	0.40	11,600.00
36,000	yd. mi.	Hauling Roadbed Topping	0.15	5,400.00
7,800	cu. yds.	1" - 0" Leveling Course and Shoulders	2.25	17,550.00
860	M-gal.	Sprinkling	3.00	2,580.00
6.14	miles	Preparation of Base	150.00	921.00
2,400	cu. yds.	Furnishing and Placing Aggregates	3.50	8,400.00
240	tons	Furnishing and Placing 151-200 Asphalt	43.00	10,320.00
			Subtotal	$ 96,595.00
			10% Engr. & Cont.	9,659.50
			Total	$106,254.50

Length of Roadway	6.134 miles
Cost per mile	$17,322.22

Federal Aid Secondary Funds- -	$ 63,000.00
State Funds- -	43,254.50
	$106,254.50

RECEIVED
MAR 30 1950
FOR FILING

S-218(4)
3283

File

March 27, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was started on March 16, 1950 on Contract No. 3283, Hardman-Chapman Creek Section, in connection with Federal Aid Project No. S-218 (4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

DBF:nd

RECEIVED
MAR 8 1950
FOR FILING

S-218(4)

3283

March 7, 1950

Morrison & Fisher
P. O. Box 82
Walla Walla
Washington

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3283 which was awarded to you on February 7, 1950 by the State Highway Commission, covering the Hardman-Chapen Creek Section of the Heppner-Spray Secondary Highway in Morrow County.

We are also sending an executed copy of the above contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 3/7

RECEIVED
FEB 9 1950
FOR FILING

2218-(4)

3283

February 8, 1950

Morrison & Fisher
Box 82,
Walla Walla, Washington

Gentlemen:

The State Highway Commission on February 7, 1950, awarded you the contract for grading, surfacing and oiling, and furnishing crushed rock in stockpile, on the Hardman-Chapin Creek Section of the Heppner-Spray Secondary Highway in Morrow County. This award was based on your low bid of $90,605.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc - S. H. Probert

RECEIVED
FOR FILING

~~PUBLIC ROADS ADMINISTRATION~~
~~FEDERAL WORKS AGENCY~~
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX 3000
PORTLAND 8, OREGON

February 7, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in the award of contract on Oregon Project No. S-218(4), Hardman-Chapin Creek Section of the Heppner-Spray Secondary Highway, to Morrison and Fisher, Walla Walla, Washington, who submitted the low bid.

Very truly yours,

J. M. Davis
J. M. DAVIS
District Engineer

Jm

30-8307 Ukiah-Long Creek Section 1950
of the Pendleton-John Day
#3284 Highway.

RECEIVED
NOV 1 - 1950
FOR FILING

30-8307

3284 (CONTRACT NO.)

ORECON STATE HIGHWAY COMMISSION
(date)
Oct. 12, 1950

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3284	4-final	Rogers Construction Co.	
(VOUCHER NO.)	**(WARRANT NO.)**	**(AMOUNT)**	**(DATE)**
16875	2059	$ 869.51	Oct. 11, 1950

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. A. Wicklander
ACCOUNTING DIVISION

Specified Completion Date: Oct. 31, 1950

Time Extensions: None required

Completion Date: Aug. 30, 1950

Date Accepted: Oct. 26, 1950

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-30-50

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: OCT 31 1950
A. A. Wicklander

NOTED ON CARD
11-31-50

RECEIVED
SEP 26 1950
FOR FILING

30-8307

3284

September 25, 1950

The Fidelity and Casualty Co.of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

Please be advised that State Highway Contract No. 3284, for rock production on the Ukiah-Long Creek Section of the Pendleton-John Day Highway in Umatilla and Grant Counties, has been completed by the contractor, Rogers Construction Co., and that final payment in the amount of $869.51 will be made after acceptance by the Commission.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

For your information we wish to advise that the total contract amount is $30,240.15, and that no force account work was performed on the project. This contract was completed August 30, 1950 but has not as yet been accepted by the Commission.

We are sending you this notice as your Company is surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pallett, Fisher & Carle, Inc.
United States National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD
9-25-50

RECEIVED
SEP 15 1950
FOR FILING

30-8307

3284

September 15, 1950

Fidelity & Casualty Co.of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

You are notified of the intention of the State Highway Commission to make semi-final payment to Rogers Construction Co., on contract No. 3284, for rock production on the Ukiah-Long Creek Section of the Pendleton-John Day Highway in Umatilla and Grant County. This payment, in the amount of $18,565.24, will be made on or after September 25, 1950. The retained percentage is $908.37.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

cc: Pallett,Fisher & Carlo,Inc.
United States National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD
9-15-50 gC

Form E-1—5M—3-50

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 2, 1950

Section Ukiah-Long Creek.

Kind of work Rock Production.

Highway Pendleton-John Day

Section prefix 30-8307

Contractor Rogers Construction Co.

Contract number 3284

Date of contract February 7, 1950

Date of completion October 31, 1950

Date work started June 24, 1950

Estimated date of completion August 30, 1950

Amount of contract $ 31,440.00

Per cent of time elapsed 78.2 %

Estimated cost of completed project, exclusive of engineering $ 30,279.01

Per cent of contract completed, based on total contract price Cpmpleted %

Engineering cost to date $ 1,756.00, 5.585 %

Date project was completed August 30, 1950

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed the crushing on this project On Wednesday August 30th. The crushed rock this week was crushed at the Quarry at M.P. 71.52

Field crew have the stock piles measured and the semi final estimate has been completed.

The Contractor has been dimanteling his crushing plant and is moving his crushing plant to the Ochoco Bureau job. The plant will be cleaned up around September 8th.

NOTED
H. W. LIBBY

NOTED
B. A. MARTIN

NOTED
RAY WEBSTER

Signed Claude Mahan

Address John Day, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			10,600 C.Y		
Estimated quantities moved or placed to date			10,937C.Y		
Average daily quantities			171.3C.Y		
Average daily quantities necessary to complete project on time			Completed.		
Number shifts per day			2		
Hours per shift			8		
Average force on project for week			15		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants 1

Compressors 1, Bulldozers 2, Sheep-foot rollers ...., 5 Trucks. ...., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	Clear		
Tuesday	Clear		
Wednesday	Clear		
Thursday	Clear		
Friday	Clear		
Saturday	Clear		

RECEIVED
OFFICE OF
CONSTRUCTION

RECEIVED
MAR 1 6 1950
FOR FILING

3n-8307

3284

March 16, 1950

Rogers Construction Co.
11760 N. E. Glisan St.
Portland 16, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3284 which was awarded to you on February 7, 1950 by the State Highway Commission, covering rock production on the Ukiah-Long Creek Section of the Pendleton-John Day Highway in Umatilla and Grant Counties.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 3/16, gl

RECEIVED
FEB 9 1950
FOR FILING

30-8307

3284

February 8, 1950

Rogers Construction Company
11760 N. E. Glisan Street
Portland 16, Oregon

Gentlemen:

The State Highway Commission on February 7, 1950, awarded you the contract for rock production on the Ukiah-Long Creek Section of the Pendleton-John Day Highway in Umatilla and Grant Counties. This award was based on your tie low bid of $30,740.00, settled by the flip of a coin.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc - S. H. Probert

1-8306 Black Bridge-Halfway Section 1950
of the Baker-Homestead and
#3285 Halfway Highways

RECEIVED
FOR FILING
1-8266
3285

3385 –
Mrs Lewis

November 21, 1951

Standard Oil Company of California
P. O. Box 1495
Spokane 10, Washington

Gentlemen:

In your letter of November 19 you statethat M. L. and C. R. O'Neil owes you $1,100 for petroleum products delieved on State Highway Contract No. 3285. Our records show that Contract No. 3285 was awarded to Rush Construction Company, 304 West Main Street, Enterprise, Oregon for rock production on the Black Bridge-Halfway Section of the Baker-Homestead and Halfway highways in Baker County. It may be that M. L. and C. R. O'Neil acted as sub-contractors on this. In any event, the above-mentioned contract was completed on April 15, 1950, and accepted by the Commission April 25, 1950. Final payment was mailed on June 5, 1950, and no further amounts are payable on this job.

Contract No. 3385 was awarded to M. L. and C. R. O'Neil and George E. Berry for grading, topping and structures on the North Powder River Section of the Old Oregon Trail in Union and Baker counties. It may be that this is the contract in which you are interested. This job is about 93 per cent complete and there is retained at this time, pending completion of the job, the sum of $11,706.71.

As your letter is in the nature of a claim, will you please let us know in which contract you are interested.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

STANDARD OIL COMPANY OF CALIFORNIA

MARKETING DEPARTMENT
E. W. HOLSTAD
DISTRICT MANAGER
A. E. STEVENS
ASSISTANT DISTRICT MANAGER
E. C. HEFNER
ASSISTANT DISTRICT MANAGER
S. A. GRONSDAHL
ASSISTANT TO THE DISTRICT MANAGER

SPOKANE 10, WASHINGTON

OFFICE
OLD NATIONAL BANK BLDG.
P. O. BOX 1495
TEL. MA 1191

November 19, 1951

M.L. & C.R. O'NEIL
JOB #3285

Department of Highways
State of Oregon
Salem, Oregon

Gentlemen:

The above customer owes approximately $1,100 for petroleum products delivered to this job.

Will you please use the enclosed postpaid envelope to tell us when this job was completed and accepted by your organization? Also, we would like to know, if possible, the amount of money still due the contractor for this work.

Thank you very much for your assistance.

93% Complete
$11,706.71

Very truly yours,

JD Harting
District Credit Manager

TCK:as

[illegible]

O.H. Boldock

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DEC 21 1950
FOR FILING

NOTED

November 14th, 1950

FINAL COST ANALYSIS

Black Bridge-Halfway Section 2165
Contract #3185 Rush Construction Company, Contractor
Kevin Laughlin, Resident Engineer

Baker-Homestead and Halfway Highways
Prefix 1-8306-201(44)

Item	Amount	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
1¼"-3/4" Cr. Rock in SP	242.2	Cu. Yd.	$1.396	$2.95	$338.11	$714.49
3/4"-½" " " " "	4,099	" "	1.396	2.95	5,[illegible]22.20	12,092.05
½"-¼" " " " "	3,779.6	" "	1.396	2.95	5,276.32	11,149.82
¼"-10-Mesh Cr. Rock in SP	1,136.9	" "	1.396	2.95	1,587.11	3,353.86
SP Screen Rejects	922.9	" "	0.25	0.25	230.73	230.73
SP Haul Adj., Favor of State	- 1,202.5	Yd. Mi.		0.10		- 120.25
PA #1, Prepare SP Sites	7	Each	12.05	20.00	84.36	140.00
Furnish & Place to J. C. Papin						
4"-2" Rock in Base	3,762	Cu. Yd.	1.79	2.75	6,730.22	10,345.50
1"-0" Rock in Cushion Course	2,875	" "	1.79	2.75	5,143.38	7,906.25
3/4"-0" Rock in Base & Shoulders	2,044	" "	1.79	2.75	3,656.72	5,621.00
Furnish in SP to J. C. Papin						
Mineral Aggregates	1,100	" "	1.61	2.75	1,771.00	3,025.00
1¼"-3/4" Cr. Rock	81	" "	1.61	2.65	130.41	214.65
¼"-0" Cr. Rock	185	" "	1.61	2.65	297.85	490.25
Sprinkling to J. C. Papin	326	M/Gal.	1.72	2.00	560.72	652.00
					$31,529.13	$55,815.35

Gross Revenue	$55,815.35
Total Cost	31,529.13
Net Profit	$24,[illegible].22

Net Profit Equals 43.5% of Gross Revenue

Detail of Cost

Labor:		
Supervision	$600.00	
Labor	9,945.28	
Labor Insurance	831.79	
		$11,377.07
Equipment Rental & Miscellaneous:		
Equipment Rental	$7,793.48	
Rented Equipment	1,050.00	
Rented Trucks	2,012.50	
Gas, Oil & Grease	2,522.60	
Freight & Cartage	3,036.35	
Hardware	77.52	
Lumber	111.61	
Explosives	225.09	
Small Tools & Misc.	1,603.45	
Bond	206.71	
Insurance	97.55	
Home Office & General Overhead	1,415.20	
		20,152.06
		$31,529.13

Breakdown of Costs

		Total Cost	Unit Cost
Move In and Set Up (Two Setups)	19,304.7 Cu. Yd.	$4,346.35	$0.225
Strip Pit	" " "	322.73	0.017
Drill & Shoot	" " "	1,053.09	0.055
Load in Pit	" " "	3,427.29	0.178
Haul to Crusher	" " "	2,006.62	0.104
Crush	" " "	9,279.80	0.481
Cost in Bunker			$1.06
Haul to Stockpile	10,623.7 Cu. Yd.	$2,531.15	0.238
Haul to Road	8,681	3,907.64	0.450
Cost of Stockpile Material			$1.298
Cost of Road Rock			1.51
Stockpile	10,623.7 Cu. Yd.	$1,038.45	$0.098
Street Work	8,681 " "	2,418.95	0.279
Total Cost Rock in Stockpile			$1.396
" " " on Road			$1.789

Remarks:

This was a "State Project" calling for the furnishing and stockpiling of 8,900 cubic yards of crushed rock in stockpile. The project was bid and awarded February 7th, 1950, work was started March 10th, and the project was completed April 13th, 1950.

The contract specified two available quarry sites, one having an average haul of 11.4 miles and one 9.1 miles. Because of a prior subcontract to furnish crushed rock to J. C. Papin on the adjoining Table Rock Creek project, the contractor was in a position to make two setups and reduce his average haul for the contract rock to 2.66 miles and for J. C. Papin's rock to 4.9 miles, making an average haul for all rock produced 3.6 miles and a profit of approximately $0.49 per cubic yard above what would have been made from a single set-up with the longer haul.

The contractor used his 3-crusher portable crushing plant for the first setup at M.P. 31.32 and the same plant with a new 25" x 40" primary instead of his 24" x 36" jaw and also a new 32-foot feeder. The addition of this new equipment definitely speeded production for the plant and also decreased the time required for set-up. Other equipment used consisted of a TD-14 tractor and dozer, one cubic yard shovel, five 5 cubic yard trucks, two pickups, one transport truck, two lowbed trailers, one water pump, one water wagon, one 315 compressor and miscellaneous small equipment. Rented equipment consisted of three 5 cubic yard trucks and one 10-ton roller.

An exceptionally good quarry was developed at M.P. 31.12 which required very little drilling and shooting. Future projects from this source will, however, require explosives for all material produced, as the loose rock is exhausted. Material produced from the quarry at M.P. 3.84 did not require drilling and drilling costs for all material produced were very low.

A total of 19,305 cubic yards of crushed rock was used on the two projects. Of the totalof 3,762 cubic yards of 4" - 2" used on the Table Rock Creek project, approximately 1,000 cubic yards was in stockpile, having been produced by the contractor for a previous contract. While the haul on this material was slightly longer than on the material crushed, a very large profit was made and was a contributing factor in the total profit shown.

Very good progress was made, the contractor setting up twice and producing 19,305 cubic yards in 27 days. Actual elapsed crushing time was 221 hours, and actual operating time was 179½ hours, for an average of 87 cubic yards per hour elapsed time and 107.5 cubic yards working time.

This project was very well handled, exceptionally good progress was made, the quarries used were better than average, prices were high and a large profit was made.

E. H. Clymer
Cost Analyst

By . . C. E. Paulsen

FORM E-133X 25M 4-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

RECEIVED
1950
FOR FILING

[illegible]

3285

June 9, 1950

C
O
P
Y

Rush Construction Company
304 West Main Street
Enterprise, Oregon

Gentlemen:

Please refer to our letter of May 25, 1950, in which you were advised of the Writ of Execution and Notice of Garnishment in the case of Lima-Hamilton Corporation v. [illegible] Rush, d/b/a/ Rush Construction Company, which was served upon the State Highway Commission.

You were notified that all funds due and payable to your Company under Contract Agreements numbered 3273 and 3285 would be withheld by the State Highway Commission. Upon further consideration of the matter, it was decided that the obligations of the State Highway Commission and public interest required all funds to be released.

This is to advise you that no funds will be withheld under Contract Agreements 3273 and 3285, by reason of the above mentioned garnishment.

Yours very truly,

J. M. DEVERS

By /s/ R. L. M.
ROBERT L. MAY, JR.
Assistant Attorney

RLM:FRC

cc-Mr. H. B. Glaisyer

For original SEE: State Job 2[illegible]
[illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

June 9, 1950

C
O
P
Y

United States Fidelity & Guaranty Co.
306 Central Building
Seattle 4, Washington

Attention: Mr. [illegible] Murray

Dear Mr. Murray:

This is in reply to your letter of June 1, 1950, in regard to the garnishment of funds of the Rash Construction Company.

Since my letter of May 25, 1950, the situation has materially changed. After being advised that his funds would be withheld, Mr. Rash contacted this office by phone and requested that all funds be released except sufficient moneys to answer for the claim. It was at first proposed to do this, but upon further consideration, it was decided that in view of the statutory protection of highway funds, the entire amount due and owing the Rash Construction Company should be released. No doubt, you have been advised of the above by Mr. Rash; however, this letter may serve to clarify matters.

Yours very truly,

J. M. DEVERS

By /s/ [illegible]
[illegible], JR.
Assistant Attorney

[illegible]

cc- Mr. H. B. Glaisyer

For original SEE: State Job 27-[illegible]

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FOR FILING

1-8306

3265

May 31, 1950

Mr. Malcolm H. Hawke
Auditor

This note is to confirm our telephone conversation of this date concerning the claim of the Lima-Hamilton Corporation against Rush Construction Company, and to inform you that it will not be necessary for you to withhold any payments due the Rush Construction Company in connection with State Highway Contracts 3278 and 3265, awarded to them by the State Highway Commission, notwithstanding information previously given you by Mr. Query of this office and by Mr. May, Assistant Attorney.

The contracts above referred to were awarded subsequent to the date of the judgment secured by the Lima-Hamilton Corporation against Mr. Rush, and such judgment is absolutely foreign to these contracts, in view of which it is the opinion of Mr. Devers, whom I have consulted, that monies due and payable to Rush Construction Company in connection with these jobs can not be held for the payment of that claim. Accordingly, it will be satisfactory for you to release to the Rush Construction Company all monies that are due it in connection with these contracts, until further advised.

Secretary

HBG:ts

cc - F. A. Query

RECEIVED
3 1950
FOR FILING

1-81306

3385

Files

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF BAKER

LIMA-HAMILTON CORPORATION, a corporation,
Plaintiff,
vs.
R. E. RUSH, d/b/a Rush Construction Company,
Defendant.

ANSWER TO WRIT OF EXECUTION

STATE OF OREGON }
County of Marion } ss.

I, H. B. Glaisyer, hereby certify that I am the duly appointed, qualified and acting Secretary of the Oregon State Highway Commission, and that as such Secretary I have in my custody and control all the papers, records, documents and books of account of the State Highway Commission.

I further certify that according to the books and records of the State Highway Commission, there are no funds or property in the custody of the said Commission save and except such funds as have been earned under contracts for highway construction, improvement or maintenance, which funds are trust funds, are protected by law and are required to be devoted to the payment of debts or claims incurred in connection with the performance of work under said contracts.

Dated June 5, 1950.

H B Glaisyer
Secretary to the Oregon
State Highway Commission

REFERRED TO
Geary
BY SECRETARY
note on card

[illegible]

RECEIVED
1950
FOR FILING

1-8306

OREGON STATE HIGHWAY COMMISSION

May 29, 1950
(Date)

1205	**3-final**	**Bush Construction Co.**
(Contract No.)	(Est. No.)	(Contractor)

Vou. No:	Warrant No:	Amt: $	Date:
8227	375101	825.76	5/29/50

Note:

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified completion date:

ACCOUNTING DIVISION

Completed:

Contract Accepted:

Time Extensions:

Penalties:

Claims:

Remarks:

Date:

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed:
JUN 5 1950

6-5-50

OREGON STATE HIGHWAY COMMISSION

May 29, 1950
(Date)

3285 (Contract No.) 3-final (Est. No.) Rush Construction Co. (Contractor)

Vou. No:	Warrant No:	Amt: $	Date:
8227	375101	825.76	5/29/50

[illegible]:

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified completion date: July 31, 1950

ACCOUNTING DIVISION

Completed: April 15, 1950

Contract Accepted: April 25, 1950

Time Extensions: None Needed

Penalties: None of Record

Claims: None of Record

Remarks:

Date: 6-5-50

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed:

RECEIVED
MAY 3 - 1950
FOR FILING

1-8306

3285

May 3, 1950

W. Talbot Sinclair, Manager
United States Fidelity and Guaranty Co.
1112 Cascade Building
Portland 4, Oregon

Dear Sir:

You are advised of the intention of the State Highway Commission to make semi-final payment to Rush Construction Co., on contract No. 3285, for rock production on the Black Bridge-Halfway Section of the Baker-Homestead and Halfway Highways in Baker County. This payment, in the amount of $13,406.84, will be made on or after May 13, 1950. The retained percentage is $826.85.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: E. A. Bjorklund, Manager
United States Fidelity & Guaranty Co.
221 Kearns Bldg.
Salt Lake City 8, Utah

Mr. L. Reilly
Cascade Bldg.
Portland 4, Oregon

NOTED ON CARD
5-3-50 gl

RECEIVED
- 1951
FOR FILING

1-8306

3285

May 5, 1950

W. Talbot Sinclair, Manager
United States Fidelity & Guaranty Co.
1112 Cascade Building
Portland 4, Oregon

Dear Sir:

Please be advised that State Highway Contract No. 3285, for rock production on the Black Bridge-Halfway Section of the Baker-Homestead and Halfway Highways in Baker County, has been completed by the contractor, Rush Construction Co., and that final payment in the amount of $825.76 will be made on or after May 15, 1950.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $27,560.70, and that no force account work was performed on the project. This contract was completed April 15 and accepted April 25, 1950.

We are sending you this notice as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: E. A. Bjorklund, Manager
United States Fidelity & Guaranty Co.
221 Kearns Bldg.
Salt Lake City 8, Utah

NOTED ON CARD
5-5-50 gl

Mr. L. Reilly

Form E-1—5M—8-47

FINAL

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending April 14, 1950

Section Black Bridge - Halfway

Kind of work Rock Production

Highway Baker, Homestead and Halfway

Section prefix 1-8306

Contractor Rush Construction Co.

Contract number 3285

Date of Contract Feb. 16, 1950, 19

Date of completion July 31, 1950, 19

Date work started March 9, 1950, 19

Estimated date of completion April 15, 1950, 19

Amount of contract $26,255.00

Per cent of time elapsed 32 %

Estimated cost of completed project, exclusive of engineering $26,255.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 1500.00, 6 %

Date project was completed April 15, 1950

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

All rock crushed and stockpiled.

NOTED
E. M. [illegible]TH

Signed Kevin Laughlin

Address Baker

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			8,900		
Estimated quantities moved or placed to date			8,900		
Average daily quantities			460		
Average daily quantities necessary to complete project on time			completed		
Number shifts per day			2		
Hours per shift			8		
Average force on project for week			32		

Percentages of men employed on contract to be secured from:

..........County, ...%; ....County, ...%; ....County, ...%; ....County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders......, Rollers......, Mixers......, Crushing or screening plants 1

Compressors 1, Bulldozers 1, Sheep-foot rollers......, ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	fair		
Tuesday	"		
Wednesday	"		
Thursday	rain		
Friday	fair		
Saturday	"		

RECEIVED
MAR 16 1950
FOR FILING

1-8306

3285

March 16, 1950

Rush Construction Co.
30½ West Main Street
Enterprise, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3285 which was awarded to you on February 16, 1950 by the State Highway Commission, for rock production on the Black Bridge-Halfway Section of the Baker-Homestead and Halfway Highway in Baker County.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded

RECEIVED
APR 18 1950
FOR FILING

1-8306
3285

AGENDA
MAR 20 1950

4X

C

February 16, 1950

Rush Construction Company
314 West Main Street
Enterprise, Oregon

Re: Contract 3285

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for the Black Bridge-Halfway Section of the Baker-Homestead and Halfway Highways in Baker County. This award was based on your low bid of $26,255.50 submitted on February 7, 1950.

Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ta
Enc.

cc - W. C. Smith
S. H. Probert
Goldie Lewis
L. M. White (S.I.A.C.)

GET CONFIRMED

S+C

IC SERVICE
k the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM		SERIAL	
DAY LETTER		NIGHT LETTER	

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE		DEFERRED	
CODE		NIGHT LETTER	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
February 16, 1950
9:00 a.m.

Rush Construction Company
304 West Main Street
Enterprise, Oregon

State Highway Commission awarded you today contract for Black Bridge-Halfway Section of the Baker-Homestead and Halfway Highways in Baker County, based on your low bid submitted February 7, 1950. Contract forms follow shortly.

H. B. Glaisyer, Secretary

OREGON STATE HIGHWAY COMMISSION

RECEIVED
FEB 16 1950
FOR FILING
FORM E-30 25M 6-49 32908

1-8306

3285

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 15, 1950

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer

OFFICE

NOTED
W. C. WILLIAMS

Dear Mr. Williams:

We have cleared the right of way on the Black Bridge-Halfway Section of the Baker-Homestead Highway in Baker County.

As far as this Department is concerned the contract may be awarded.

Very truly yours,

J. M. DEVERS

By

R. L. PORTER
Assistant Right of Way Engineer

RLP:MA

S-46(1) Spruce St. (Myrtle Point) Br. 1950
Sec., Const. Steel Bridge &
#3286 Roadway Apps.

RECEIVED
MAY 15 1952
FOR FILING

846 (1)
3286

3358

May 12, 1952

Mr. Geo. Nelson, Auditor,
Southern Pacific Company
65 Market Street
San Francisco 5, California

Dear Mr. Nelson:

In answer to your inquiry of April 29, please be advised that we have started the final payment due your company on the Myrtle Point Overcrossing project through to our auditor for payment.

Very truly yours,

R. H. Baldock
State Highway Engineer

by

W. C. Williams
Asst. State Highway Engineer

WCW:mk
cc: G. S. Paxson

ASSIGNMENT

May 1, 1952

No. 335

By wc

Description: **Letter of April 29 by George Nelson of the Southern Pacific Company, San Francisco, regarding $302.68 balance due on various bills issued in connection with overpass at Myrtle Point, Oregon**

Acknowledged by _____ Referred to **Gardner**

Investigate and report with recommendation
xx [illegible], such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ____________________ signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed ______ Report received _________

Remarks:

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

R. V. COLE
AUDITOR OF DISBURSEMENTS
C. H. FLEMER
AUDITOR OF EQUIPMENT SERVICE ACCOUNTS
E. M. JOHNSON
AUDITOR OF PAY ROLL ACCOUNTS
GEO. NELSON
AUDITOR OF MISCELLANEOUS ACCOUNTS

P. J. KENDALL
GENERAL AUDITOR
U. E. NORDEEN
H. C. MCCLEER
C. S. MACKENZIE
L. J. MASSON
ASST. GENERAL AUDITORS

P. H. TODD
AUDITOR OF FREIGHT ACCOUNTS
S. S. WEMETT
AUDITOR OF CAPITAL EXPENDITURES
W. W. WILLSON
AUDITOR OF PASSENGER ACCOUNTS

S-200

IN REPLY PLEASE REFER TO
EB 220-113-State
of Oregon

2 [illegible] 1952

State of Oregon
State Highway Department
Salem, Oregon

Gentlemen:

We have outstanding in our account $302.68 which represents the 10% balance due on various bills collectible issued against you for cost of labor and material furnished in connection with construction of overpass at Myrtle Point, Oregon, per provisions of agreement audit No. 83696, A of D No. 29882, dated January 26, 1950.

Will you please advise when we may expect your remittance in the amount of $302.68 to be forwarded to Local Treasurer, Southern Pacific Company, 65 Market St., San Francisco 5, California, so that we may clear this account from our records.

Your prompt attention and cooperation in this matter will be appreciated.

Yours truly,

GEO. NELSON

~~By~~

[illegible] final
[illegible] final audit
5/3/52
[illegible] 5/5/52

PLEASE RETURN TO
W. C. WILLIAMS

RECEIVED
MAY 1 - 1952
[illegible] HIGHWAY COMMISSION
[illegible]

RECEIVED
AUG 23 1951
FOR FILING

S-46(1)

3286

OREGON STATE HIGHWAY COMMISSION
(date)
August 22, 1951

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3286	**13-final**	**Va Dare Construction Co.**

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
13796	**R-22160**	$ **15,554.64**	**Aug. 21, 1951**

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: **May 31, 1951**

Time Extensions: **Extended to July 31, 1951 without penalty**

Completion Date: **June 27, 1951**

Date Accepted: **July 16, 1951**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **8-22-51**

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: AUG [illegible] 1951
A A Wichlander

RECEIVED
1951
FOR FILING

5-46(1)
3286

July 31, 1951

VaDare Construction Co.
1002 S. E. Rex St.
Portland 2, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on July 16, 1951, had under discussion your request for an extension of time of 60 days, from May 31 to July 31, 1951, within which to complete your contract No. 3286 covering the Spruce Street (Myrtle Point) Bridge Section on the Coquille-Myrtle Point County Road in Coos County.

I am pleased to inform you that the Commission granted your request without penalty. The action of the Highway Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: K. D. Lytle,
Division Engineer

E. H. Ash,
Resident Engineer

G. S. Paxson,
Bridge Engineer

NOTED ON CARD

NOTED
J. W. CATTRALL

July 27, 1951

Honorable James W. Harrison
Coos County Judge
Coquille, Oregon

NOTED
J. F. HAGEMANN

Dear Sir:

This is to advise that Contract No. 3286 with VaDare Construction Co. for grading, surfacing, and constructing the Spruce Street (Myrtle Point) bridge on the Coquille-Myrtle Point Highway, FAS Highway No. 251, was completed on June 27, 1951, and accepted by the Highway Commission on July 16, 1951.

Under the terms of the maintenance agreement signed by the County on January 25, 1950, and by the Highway Commission on February 1, 1950, the County assumes the maintenance of the above project as of the date of completion, June 27, 1951.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

RHP:MM

NOTED
Harold C. Ayers

RECEIVED
AUG 1 1951
FOR FILING

3-46 (1)

3286

July 31, 1951

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 3286 for work performed on the Spruce Street (Myrtle Point) Bridge Section on the Coquille-Myrtle Point County Road in Coos County was completed by the contractor, VaDare Construction Co., on June 27 and was formally accepted by the Highway Commission July 16,1951.

Final payment in the amount of $15,554.64 will be released to the contractor on or after August 10, 1951, of which amount $1,012.89 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor in connection with this project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
7-31-51

RECEIVED
JUL 19 1951
FOR FILING

S-46(1)

3256

2766

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 13, 1951

SUBJECT:

To:

Mr. W. C. Williams
Assistant State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Sir:

I am returning herewith the letter from the VaDare Construction Company requesting additional compensation for certain items on the Spruce Street Bridge at Myrtle Point. I had a copy of this letter and I am already in negotiations with them concerning the adjustment requested.

Very truly yours,

G. S. Paxson

G. S. Paxson
Bridge Engineer

GSP:gm
Attached

ASSIGNMENT

te: July 6, 1951

No. 2766

By

Description: Letter of June 28 by Vadare Construction Co. re Contract No. 3286, Spruce St. Bridge at Myrtle Point—they feel they are entitled to extra compensation

Acknowledged by _____ Referred to ___Paxson ✓________

Investigate and report with recommendation

xxx Investigation, such action as necessary and report

Comment or recommendation

Return with rough draft of reply

Please prepare for __________ signature

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Assignment executed 7-16-51 Report received ________

Remarks: Handle with price agreement if claims are justified.

me

WCW

VADARE CONSTRUCTION COMPANY
1002 S. E. REX ST.
PORTLAND 2, OREGON

June 28, 1951

State Highway Commission
Salem, Oregon

Re: Contract no. 3286
Spruce St. Bridge at Myrtle Point

Copy to [illegible]
7-2-51

NOTED
W. C. WILLIAMS

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Gentlemen:

There were several items of work done on this contract that we feel are beyond those specified or implied in the contract documents, for which we think we are entitled to extra compensation.

Item 1: For driving steel piling. The plans showed the piling to be 17 feet long, and implied they would secure sufficient bearing at that penetration. It was found that sufficient bearing was not obtained until a penetration of 33 to 34 feet was obtained. We have received credit for extra length of piling and splicing costs, which according to article 2.3.18 is all that is allowed. The original bid for driving steel piling was based on an increase in cost of $10.00 over that for wood piling. This $10.00 was to cover the cost for maneuvering and preparation to drive the piling, due to their location and to the batter required. This assumption proved correct for the 17 foot length. However, for the additional length of each piling, it required an additional one hour and a half of continuous driving, at a penetration of 1/8 to 1/2 inches per blow. We do not believe it is the intention of the specifications to take advantage of such an adverse condition as happened in this case. The extra costs are as follows:

30 hours rental of crane, with operator and supplies - at $7.50 per hours---	$225.00
(Usual rental of this crane is $10.00 per hour, with operator and supplies.)	
60 hours labor at $2.25 per hour - - - - - - - - - - - -	135.00
Plus 10% Ind. ins. and taxes	13.50
Total	$473.50

Item 2. Structural excavation Pier 2: The plans indicated the material to be excavated as river silt overlaying shale, at an elevation of about minus 18 feet, and from all appearances, without extensive exploration, seemed to be as represented. However, one log, about twenty feet long and thirty inches in diameter, was found extending into the limits of excavation, as well as stumps, roots, and other debris, at elevations down to minus 10 feet. The material above and below elevation minus 7 feet was found to be extremely unstable after being once disturbed. With the driving of the steel piling over the entire excacated area, and due to the vibration from the long continuous driving on the additional length of

steel piling required, this material became quite fluid. It flowed up along the piling, displacing other materials, and had to be removed to keep the excavation to the required elevation. We consider this as secondary damage resulting from additional work of placing the steel piling.

This excavated materials was so fluid, as well as much of the other materials after being distrubed, that it was wasted. Had this material been put into backfilling as required the resulting loss of materials behind the pier may have been, due to the extra weight and type of material, much greater than did happen. We do not believe that it would have been sound engineering to place that material in backfill. Neither do we believe that we should be required to replace it from other sources.

When this work was completed we prevailed upon the resident engineer to let the coffer dam materials remain in place for protection of the footings, knowing that the unstable material at that elevation would probably shift during wet or flood conditions. This did happen later, but the shift of materials behind the coffer dams was not so great as that on either side.

The extra costs of Item 2 are:

Coffer dam material left in place -- no charge.	
1 week rental 4 in. pump	$ 40.00
1 week rental 2 in. pump	20.00
200 gal. gas @ 28¢	56.00
2 gal. oil @ $1.60 per	3.20
80 hrs. labor @ $2.25 per	180.00
10% for Ind. ins. and taxes	18.00
20 hours crane rental @ $7.50	150.00
Total	$467.20

Item 3.: The specifications for "Removal of old bridge" states all the materials, except structural steel, shall become the property of the contractor. We were directed to place the concrete from the overpass about Pier 2 as riprap.

Equivalent of 120 cu. yd. riprap (100 cu. yd. solid concrete)
at $4.00 per cu. yd.---------------------$480.00

Items 1 and 2 are based primarily on the fact that the actual conditions were materially changed from that as shown by plans, and were not assertainable without expensive exploratory work, at the time the contract was let.

We present these claims for extra conpensation, feeling that they are fair and just, and that they should meet with your approval after due consideration.

Very truly yours,
VaDare Construction Co.
by C. T. Philpott

steel piling required, this material became quite fluid. It flowed up along the piling, displacing other materials, and had to be removed to keep the excavation to the required elevation. We consider this as secondary damage resulting from additional work of placing the steel piling.

This excavated materials was so fluid, as well as much of the other materials after being distrubed, that it was wasted. Had this material been put into backfilling as required the resulting loss of materials behind the pier may have been, due to the extra weight and type of material, much greater than did happen. We do not believe that it would have been sound engineering to place that material in backfill. Neither do we believe that we should be required to replace it from other sources.

When this work was completed we prevailed upon the resident engineer to let the coffer dam materials remain in place for protection of the footings, knowing that the unstable material at that elevation would probably shift during wet or flood conditions. This did happen later, but the shift of materials behind the coffer dams was not so great as that on either side.

The extra costs of Item 2 are:

Coffer dam material left in place -- no charge.	
1 week rental 4 in. pump - - - - - - - - - - - - - - - - -	$ 40.00
1 week rental 2 in. pump - - - - - - - - - - - - - - - - -	20.00
200 gal. gas @ 28¢ -	56.00
2 gal. oil @ $1.60 per - - - - - - - - - - - - - - - - - -	3.20
80 hrs. labor @ $2.25 per- - - - - - - - - - - - - - - - -	180.00
10% for Ind. ins. and taxes - - - - - - - - - - - - - -	18.00
20 hours crane rental @ $7.50 - - - - - - - - - - - - -	150.00
Total - - - -	$467.20

Item 3.: The specifications for "Removal of old bridge" states all the materials, except structural steel, shall become the property of the contractor. We were directed to place the concrete from the overpass about Pier 2 as riprap.

Equivalent of 120 cu. yd. riprap (100 cu. yd. solid concrete) at $4.00 per cu. yd.--------------------$480.00

Items 1 and 2 are based primarily on the fact that the actual conditions were materially changed from that as shown by plans, and were not assertainable without expensive exploratory work, at the time the contract was let.

We present these claims for extra conpensation, feeling that they are fair and just, and that they should meet with your approval after due consideration.

Very truly yours,
VaDare Construction Co.
by E. F. Philpott

RECEIVED
JU[illegible] 1951
FOR FILING

3-46 (1)

[illegible]

June 14, 1951

Request for extension of time
No. 2
July 16 and 17 meeting.

State Highway Commission

Gentlemen:

Re: Spruce Street Bridge at Myrtle Point
Contract 32[illegible]6
VaDare Construction Company, Contractor

Attached hereto is a copy of a request from the VaDare Construction Company, contractors for the Spruce Street Bridge project in Myrtle Point, in which they request an extension of time from May 31, 1951 to and including July 31, 1951.

The new structure has been complete for several months and has been used by traffic. We directed the contractor to postpone the removal of the old structure until danger from high water in the river was passed. He is now on the job and will complete the removal within the time extension requested.

We would recommend that the extension be granted without penalty to the contractor. Attached hereto is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

RECEIVED
NOV 17 1950
FOR FILING

S-46(1)

3286

5367

November 15, 1950

Judge L. D. Felsheim
County Judge
Coos County
Coquille, Oregon

Dear Sir:

Reference is made to your letter of November 13, concerning the arrangement with ValDare Construction Company, contractors for the construction of the Spruce Street Bridge in Myrtle Point, by which they are to lower the seven spans of the old approach trestle. Since this is not a part of the project, we would suggest that your arrangements for the work be made directly with the contractor. In this way it will not appear in the final records of the project and will not complicate our dealings with the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

GSP:gm
cc G. S. Paxson

ASSIGNMENT

No. 5367
By RH

Nov. 14, 1950

Description: Letter 11-13-50 from Judge Felsheim about lowering seven spans of old trestle from west end of new Spruce Street Bridge at Myrtle Point

Acknowledged by _____ Referred to __PAXSON_______

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
xx Please prepare for _______R.H.B.'s______ signature

Assignment executed 11-15-50 Report received ________
li

Remarks:

COOS COUNTY COURT

COQUILLE, OREGON

L. D. FELSHEIM, COUNTY JUDGE
FRED A. KRUSE, COUNTY COMMISSIONER
F. C. TRUE, COUNTY COMMISSIONER

November 13, 1950

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

In response to your letter of June 29, 1950, the Coos County Court accepts the proposal of the contractor to lower the seven spans of the old trestle from the west end of the new Spruce Street Bridge, Myrtle Point, to the existing garage for the sum of $1,700.00.

Very truly yours,

COOS COUNTY COURT

L. D. Felsheim
By L. D. Felsheim
County Judge

REFERRED TO
Paxson
T. State Highway Engineer
Please prepare
an answer.

RECEIVED
NOV 14 1950
OREGON STATE HIGHWAY COMMISSION
[illegible]

[illegible] COMMISSION

RECEIVED
SEP 19 1950
FOR FILING

S-46(1)

3286

September 18, 1950

Coos County Court
Coquille,
Oregon

Attention: County Judge L. D. Felsheim

Gentlemen:

Acknowledgment is made of receipt of your letter of September 14 transmitting a copy of a resolution from the City Council of Myrtle Point, requesting that the Spruce Street bridge over the Coquille River in Myrtle Point be named the "Jesse D. Clinton Bridge" in honor of the late Jesse D. Clinton, former mayor of Myrtle Point.

In your letter you state that the County Court is in accord with this suggestion. The road on which this bridge is constructed is a county road under the complete jurisdiction and control of the County Court, notwithstanding that the bridge was financed with Federal Aid Secondary Highway funds, so if it is the pleasure of the County Court that the bridge be named the Jesse D. Clinton Bridge as requested by the Myrtle Point City Council, the Court has full authority to do so. The State Highway Commission would have nothing to say about it, and I do not believe that it would particularly concern the U. S. Bureau of Public Roads.

As to the plaque, if you will furnish the information that you wish to go on it, we will be glad to have a design prepared and forward it to you so you can have it made and installed.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG/fm

COOS COUNTY COURT

COQUILLE, OREGON

L. D. FELSHEIM, COUNTY JUDGE
FRED A. KRUSE, COUNTY COMMISSIONER
F. C. TRUE, COUNTY COMMISSIONER

September 14, 1950

State Highway Commission
Salem
Oregon

Gentlemen:

Enclosed is a copy of a resolution adopted by the City Council of the city of Myrtle Point, expressing a desire to have the new Spruce Street bridge being built by the state for the county named in honor of the late Jesse D. Clinton of that city. The resolution is self-explanatory.

The Coos County Court, being in accord with the suggestion, hereby requests that a suitable plaque be placed upon the bridge, dedicating the same to the late Mr. Clinton.

Sincerely,

COOS COUNTY COURT

L. D. Felsheim

By L. D. Felsheim
County Judge

LDF:mm

RECEIVED
SEP 15 1950
OREGON
STATE HIGHWAY COMMISSION

RESOLUTION

BE, AND IT IS RESOLVED, By the Common Council of the City of Myrtle Point, Oregon, in special meeting assembled this 5th day of September, 1950, that;

WHEREAS, the City of Myrtle Point, in conjunction with the County Court of Coos County, Oregon, and the State Highway Department, is presently in the process of constructing a new and modern bridge across the Coquille River at the West end of Spruce Street; and

WHEREAS the people of the City of Myrtle Point are deeply indebted to the late Jesse D. Clinton for the many years of unselfish service which he gave to the people of this community in the official capacity of Mayor of said city and as a private citizen; and

WHEREAS, it is the desire of the people of said city to pay tribute to him by having said bridge named in his honor.

NOW, THEREFORE, the City Recorder is hereby authorized and instructed to advise the County Court of Coos County, Oregon, and through said County Court the said State Highway Commission, of the desire of the people of this community that said bridge be named the "JESSE D. CLINTON" bridge in honor of the late Jesse D. Clinton, former mayor of the City of Myrtle Point, and to request said County Court to take all necessary action to comply with the recommendation herein contained.

Proposed by:

Geo. M. Linn

Ralph E. Whitaker

((Seal))

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JUL 31 1950
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

S-46(1)

3286

July 26, 1950

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Extra Work Order No. 1, dated July 7, 1950, covering the splicing of steel piling and also additional piling for Pier #2R footing on Oregon project S-46(1), Spruce Street (Myrtle Point) Bridge Section.

On June 26th the splicing of this piling was discussed over the phone and Mr. Paxson's July 13th letter advised it was necessary to increase the piling lengths at this pier by splicing, however, there was no indication that the cost of the extra piling was to be increased over that as provided for in the contract.

This order for extra work has been approved but with the understanding that the increase in cost for Steel Piles c/o $0.015 per lb. amounting to $232.50 will be a non-participating item since even though the percentage increase in pile lengths is large the item itself is a minor one.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

NOTED
W. C. WILLIAMS

TMD:re

Copy sent to
Paxson

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FOR FILING

FORM E-30

S-46(1)

3286

File

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
July 26, 1950

Copy

REFERRED TO
Paxson
By Asst. Chief Engineer

Guard Rail OK.
We are attempting to get action from S.P.

SUBJECT: 206-1036

To:

G. S. Paxson
Bridge Engineer

Dear Sir:

I am concerned about the Spruce Street Job in Myrtle Point as the Railroad Company has not done the work on the crossing. This is the one that the City made application for and you are, no doubt, familiar with it. Anything you can do in regard to moving the Railroad Company will be greatly appreciated as the lack of a crossing at this point is holding up our bridge job.

Another thing is the 320' of guardrail - this is rotten. In the specifications we provided that the contractor would salvage this rail and replace it. Have you any idea as to what we should do? I presume that it would cost somewhere in the neighborhood of $800.00 to replace this rail and I wonder if we should make a Price Agreement with the contractor to do this, or do it Force Account.

Very truly yours,

NOTED
W. C. WILLIAMS

K. D. LYTLE
Division Engineer

kdl;g

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JUL 27 1950
OREGON STATE HIGHWAY COMMISSION
BRIDGE [illegible]

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FOR FILING

[illegible]

2286

Cross Referenced To:
County
Approach Road

June 29, 1950

Judge L. D. Felsheim
Courthouse
Coquille, Oregon

Dear Sir:

Following up our conversation of a few weeks ago, with reference to the private approach road at the west end of the Spruce Street Bridge in Myrtle Point, our resident engineer has conferred with the contractor and obtained from him a proposal to lower the old trestle superstructure so that it could be used as a year-round connection to the property.

The scheme for making the connection calls for the cutting off of the existing piling of the west approach to the old bridge and the lowering down of the superstructure so that the property owner could turn off at grade just beyond the west end of the new bridge, and descend over the revised approach trestle to the elevation of the top of the present sidewalk trestle at his existing garage. This would make a reasonably good approach for him and would be above water the year round.

As you know, we have extended the approach embankment on the west side so that we have blocked up several spans of the existing approach trestle. It does not appear advisable to extend this fill any further, as we will need all of this area for the passage of flood water. Any connection beyond the end of the new approach embankment should be on trestle so that the flow of flood water is not obstructed.

The contractor would agree to lower the seven spans of the old trestle from the west end of the new bridge to the existing garage for the sum of $1,700. This is made up as follows: 17,000 FBM lumber at $60 per thousand, $1,020; rental on 20 jacks at $1.00 per day for 7 days, $140; labor, 30 man days at $18, $540; insurance, social security, etc., on labor, $81; profit, $269; making a total gross cost of $2,050. From this he would deduct the sum of $350, representing his estimated cost of removing this portion of the old bridge, which cost is covered by his contract. This leaves a net cost to the county, should they accept this proposal, of $1,700.

Perhaps you prefer to do this work with county forces. Please advise your decision.

Very truly yours,

R. H. Baldock
State Highway Engineer

GSP:gm
cc F. A. Robb
G. S. Paxson

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FOR FILING

Department of Commerce
BUREAU OF PUBLIC ROADS
~~PUBLIC ROADS ADMINISTRATION~~
~~FEDERAL WORKS AGENCY~~
DIVISION EIGHT

~~ALASKA~~
MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

June 21, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon S-46(1)
Spruce Street Bridge Section
Coquille-Myrtler Point Road

Dear Sir:

Enclosed for your files is an executed copy of the project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: LJCaufield
L. J. Caufield
Principal Highway Engineer

Encl.

RECEIVED
[illegible]

rm PR 2 (Revised 1946)

51

State Oregon

Federal Aid Secondary Project No. S-46(1)

PUBLIC ROADS ADMINISTRATION

FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 15th day of June, 1950, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 3rd day of June, 1949, a program, which was approved on the 20th day of June, 1949, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 23rd day of January, 1950; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred three thousand and 00/100 dollars ($103,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16—11579-3

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State **Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.** (Include date and citation of act of legislature by which authorized)

(*b*) From other sources .... (State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between **survey station 0+57 at the intersection of Spruce and Myrtle Streets in Myrtle Point and survey station 13+81 in the SW 1/4, SE 1/4, Section 5, T. 29 S., R. 12 W., without exception.** ...., length **0.259** miles, in **Coos** County, being **Oregon Federal Aid / Secondary** project No. **S-46(1)**, consisting of **0.153** miles of roadway and **one** bridges, ~~each~~ of more than 20 feet clear span, **0.106** of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

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DIVISION 8

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred three thousand and 00/100 dollars ($103,000.00), which does not exceed the authorized Federal pro rata share of one hundred seventy-two thousand, seventy-five and 80/100 dollars ($172,075.80), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)
Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

SECRETARY

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Ben R. Chandler

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By

Acting *Division Engineer,*
Public Roads Administration.

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DIVISION 8

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846 G

March 31, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate as basis for project agreement for the Spruce Street (Myrtle Point) Bridge Section, Project No. S-46 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWM:gs

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-46 (1)

SPRUCE STREET (MYRTLE POINT) BRIDGE SECTION
OF THE COQUILLE-MYRTLE POINT ROAD IN COOS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 30, 1950

Type Code [illegible]

Roadway (Sta. 0+57 to 13+21)

All Required		Clearing and Grubbing		$ 2,000.00
20	lin. ft.	Removal of Curbs	$ 2.00	40.00
320	lin. ft.	Salvaging Guard Rail	0.75	240.00
240	lin. ft.	Reinstalling Salvaged Guard Rail	1.00	240.00
6	cu. yds.	Trench Excavation, Unclassified	6.00	36.00
17,000	cu. yds.	General Excavation, Unclassified	0.43	7,310.00
100,000	yd. stas.	Short Overhaul	0.02	2,000.00
7,000	C-yd.stas.	Long Overhaul	0.10	700.00
0.19	mile	Finishing Roadbed and Slopes	1,850.00	351.50
30	lin. ft.	8" Sewer Pipe	3.00	90.00
2	only	Concrete Catch Basins	70.00	140.00
2,750	sq. yds.	Rock Slope Protection	2.15	5,912.50
30	cu. yds.	Concrete Curb and Gutter	45.00	1,350.00
All Required		Recesses for Traffic Control Markers		32.00
100	lin. ft.	1" Electrical Conduit	0.60	60.00
1,600	cu. yds.	Selected Roadbed Topping	1.50	2,400.00
7,000	yd. mi.	Hauling Roadbed Topping	0.12	840.00
300	cu. yds.	3/4" - 0" Material in Leveling Course	2.00	600.00
40	M-gal.	Sprinkling	3.00	120.00
			Subtotal	$24,462.00
			10% Engr. & Cont.	2,446.20
			Total	$26,908.20

Type Code [illegible]

Bridge (Sta. 2+61.93 to 9+23.0)

All Required		Shoring, Cribbing, Etc.		$ 5,000.00
360	cu. yds.	Structural Excavation	$ 7.00	2,520.00
20	cu. yds.	Structural Excavation Below Elevation Shown	10.00	200.00

2,000	lin. ft.	Furnish Untreated Timber Piling	$ 0.38	$ 760.00
2,800	lin. ft.	Furnish Treated Timber Piling	1.50	4,200.00
460	lin. ft.	Furnish 10" x 42# Steel Piling	3.75	1,725.00
41	only	Drive Untreated Timber Piles	45.00	1,845.00
55	only	Drive Treated Timber Piles	45.00	2,475.00
24	only	Drive Steel Piles	55.00	1,320.00
630	cu. yds.	Class "A" Concrete (E. Approach, Piers and Deck on Steel Span)	50.00	31,500.00
172,000	lbs.	Metal Reinforcing	0.095	16,340.00
184,000	lbs.	Structural Steel	0.155	28,520.00
170	lbs.	Bronze Plates	1.50	255.00
35	M-FBM	Untreated Lumber in Place	140.00	4,900.00
8	M-FBM	Treated Lumber in Place	240.00	1,920.00
2,400	sq. ft.	Cedar Wearing Surface	0.35	840.00
All Required		Removal of Old Bridges		10,000.00
280	cu. yds.	Class "A" Concrete, West Approach (Alternate "B")	55.00	15,400.00
				$129,720.00

Work Performed by Southern Pacific Company

All Required	Work by Railroad Company Forces	2,250.00
	Subtotal	$131,970.00
	10% Engr. & Cont.	13,197.00
	Total	$145,167.00

Length of Roadway	0.133 mile
Length of Structure	0.106 mile
Total Length	0.239 mile
Cost per mile, Roadway	$202,317.29

SUMMARY OF FUNDS

Item	Total Cost	Federal Funds	State Funds
Roadway	$ 26,908.20	$ 16,107.00	$10,801.20
Bridge	145,167.00	86,893.00	58,274.00
	$172,075.20	$103,000.00	$69,075.20

State Funds for Construction: Chap. 175, Laws 191[illegible]; Chap. 31, Laws 1920; Chap. 529, Laws 1939
Funds for Maintenance: Chap. 529, Laws 1939

1118

January 17, 1950

Mr. T. M. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of page two of the P. S. & E. estimate for the Spruce Street (Myrtle Point) Section, Project No. S-46 (1), which estimate has been revised by inclusion of the cost of work by the Southern Pacific Company's forces in connection with the Spruce Street Bridge crossing over their tracks.

We are also enclosing one advance copy of agreement with the railroad company covering this crossing, the usual number of copies of which will be sent to you when the agreement is fully executed.

Six sets of small scale plans are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN:gs

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-46 (1)

SPRUCE STREET (MYRTLE POINT) BRIDGE SECTION
OF THE COQUILLE-MYRTLE POINT ROAD IN COOS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, January 23, 1950

Type Code 2010

Roadway (Sta. 0+57 to 13+21)

All Required		Clearing and Grubbing		$ 1,000.00
20	lin. ft.	Removal of Curbs	$ 0.60	12.00
320	lin. ft.	Salvaging Guard Rail	0.35	112.00
240	lin. ft.	Reinstalling Salvaged Guard Rail	2.00	480.00
6	cu. yds.	Trench Excavation, Unclassified	4.00	24.00
17,000	cu. yds.	General Excavation, Unclassified	0.50	8,500.00
100,000	yd. sta.	Short Overhaul	0.02	2,000.00
7,000	C-yd. sta.	Long Overhaul	0.50	3,500.00
0.19	mile	Finishing Roadbed and Slopes	1,000.00	190.00
30	lin. ft.	8" Sewer Pipe	1.60	48.00
2	only	Concrete Catch Basins	75.00	150.00
2,750	sq. yds.	Rock Slope Protection	2.50	6,875.00
30	cu. yds.	Concrete Curb and Gutter	55.00	1,650.00
All Required		Recesses for Traffic Control Markers		50.00
100	lin. ft.	1" Electrical Conduit	1.00	100.00
1,600	cu. yds.	Selected Roadbed Topping	1.75	2,800.00
7,000	yd. mi.	Hauling Roadbed Topping	0.15	1,050.00
300	cu. yds.	3/4" - 0" Material in Leveling Course	1.50	450.00
40	M-gal.	Sprinkling	2.50	100.00
			Subtotal	$ 29,307.00
			10% Engr. & Cont.	2,930.70
			Total	$ 32,237.70

Type Code X341

Bridge (Sta. 2+61.93 to 8+23.0)

All Required		Shoring, Cribbing, Etc.		$ 5,000.00
360	cu. yds.	Structural Excavation	$ 7.50	2,700.00
20	cu. yds.	Structural Excavation Below Elevation Shown	10.00	200.00

2,000	lin. ft.	Furnish Untreated Timber Piling	$ 0.60	$ 1,200.00
2,800	lin. ft.	Furnish Treated Timber Piling	1.50	4,200.00
460	lin. ft.	Furnish 10" x 42# Steel Piling	7.50	3,450.00
41	only	Drive Untreated Timber Piles	50.00	2,050.00
55	only	Drive Treated Timber Piles	50.00	2,750.00
24	only	Drive Steel Piles	75.00	1,800.00
630	cu. yds.	Class "A" Concrete (E. Approach, Piers and Deck on Steel Span)	55.00	34,650.00
172,000	lbs.	Metal Reinforcing	0.12	20,640.00
184,000	lbs.	Structural Steel	0.17	31,280.00
170	lbs.	Bronze Plates	1.50	255.00
35	M-FBM	Untreated Lumber in Place	120.00	4,200.00
8	M-FBM	Treated Lumber in Place	250.00	2,000.00
2,400	sq. ft.	Cedar Wearing Surface	1.00	2,400.00
All Required		Removal of Old Bridges		5,000.00
280	cu. yds.	Class "A" Concrete, West Approach (Alternate "A")	55.00	(Alternate)
280	cu. yds.	Class "A" Concrete, West Approach (Alternate "B")	55.00	15,400.00
				$138,959.00

Work Performed by Southern Pacific Company

All Required	Work by Railroad Company Forces	2,250.00
	Subtotal	$141,209.00
	10% Engr. & Cont.	14,120.90
	Total	$155,329.90

Length of Roadway	0.133 mile
Length of Structure	0.106 mile
Total Length	0.239 mile
Cost per mile, Roadway	$242,388.72

SUMMARY OF FUNDS

Item	Total Cost	Federal Funds	State Funds
Roadway	$ 32,237.70	$ 19,250.00	$12,987.70
Bridge	155,329.90	92,750.00	62,579.90
	$187,567.60	$112,000.00	$75,567.60

Oregon State Highway Department

Federal Aid Secondary
Project No. S-46 (1)

SPRUCE STREET (MYRTLE POINT) BRIDGE SECTION OF THE COQUILLE-MYRTLE POINT ROAD IN COOS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, January 13, 1950

Code Type ~~5231~~ 2010

Roadway (Sta. 0+57 to 13+21)

All Required		Clearing and Grubbing		$ 1,000.00
20	lin. ft.	Removal of Curbs	$ 0.60	12.00
320	lin. ft.	Salvaging Guard Rail	0.35	112.00
240	lin. ft.	Reinstalling Salvaged Guard Rail	2.00	480.00
6	cu. yds.	Trench Excavation, Unclassified	4.00	24.00
17,000	cu. yds.	General Excavation, Unclassified	0.50	8,500.00
100,000	yd. sta.	Short Overhaul	0.02	2,000.00
7,000	C-yd. sta.	Long Overhaul	0.50	3,500.00
0.19	mile	Finishing Roadbed and Slopes	1,000.00	190.00
30	lin. ft.	8" Sewer Pipe	1.60	48.00
2	only	Concrete Catch Basins	75.00	150.00
2,750	sq. yds.	Rock Slope Protection	2.50	6,875.00
30	cu. yds.	Concrete Curb and Gutter	55.00	1,650.00
All Required		Recesses for Traffic Control Markers		50.00
100	lin. ft.	1" Electrical Conduit	1.00	100.00
1,600	cu. yds.	Selected Roadbed Topping	1.75	2,800.00
7,000	yd. mi.	Hauling Roadbed Topping	0.15	1,050.00
300	cu. yds.	3/4" ~~1½~~" - 0" Material in Leveling Course	1.50	450.00
40	M-gal.	Sprinkling	2.50	100.00
			Subtotal	$ 29,307.00
			10% Engr. & Cont.	2,930.70
			Total	$ 32,237.70

Type Code ~~X041~~ X341

Bridge (Sta. 2+61.93 to 8+23.0)

All Required		Shoring, Cribbing, Etc.		$ 5,000.00
360	cu. yds.	Structural Excavation	$ 7.50	2,700.00
20	cu. yds.	Structural Excavation Below Elevation Shown	10.00	200.00

2,000	lin. ft.	Furnish Untreated Timber Piling	$ 0.60	$ 1,200.00
2,800	lin. ft.	Furnish Treated Timber Piling	1.50	4,200.00
460	lin. ft.	Furnish 10" x 42# Steel Piling	7.50	3,450.00
41	only	Drive Untreated Timber Piles	50.00	2,050.00
55	only	Drive Treated Timber Piles	50.00	2,750.00
24	only	Drive Steel Piles	75.00	1,800.00
630	cu. yds.	Class "A" Concrete (E. Approach, Piers and Deck on Steel Span)	55.00	34,650.00
172,000	lbs.	Metal Reinforcing	0.12	20,640.00
184,000	lbs.	Structural Steel	0.17	31,280.00
170	lbs.	Bronze Plates	1.50	255.00
35	M-FBM	Untreated Lumber in Place	120.00	4,200.00
8	M-FBM	Treated Lumber in Place	250.00	2,000.00
2,400	sq. ft.	Cedar Wearing Surface	1.00	2,400.00
All Required		Removal of Old Bridges		5,000.00
280	cu. yds.	Class "A" Concrete, West Approach (Alternate "A")	55.00	(Alternate)
280	cu. yds.	Class "A" Concrete, West Approach (Alternate "B")	55.00	15,400.00
				$138,959.00

Work Performed by Southern Pacific Company

All Required	Work by Railroad Company Forces	2,250.00
	Subtotal	$141,209.00
	10% Engr. & Cont.	14,120.90
	Total	$155,329.90

Length of Roadway	0.133 mile
Length of Structure	0.106 mile
Total Length	0.239 mile
Cost per mile, Roadway	$242,388.72

SUMMARY OF FUNDS

Item	Total Cost	Federal Funds	State Funds
Roadway	$ 32,237.70	$ 19,250.00	$12,987.70
Bridge	155,329.90	92,750.00	62,579.90
	$187,567.60	$112,000.00	$75,567.60

Oregon State Highway Department

Federal Aid Secondary
Project No. S-46 (1)

SPRUCE STREET (MYRTLE POINT) BRIDGE SECTION
OF THE COQUILLE-MYRTLE POINT ROAD IN COOS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, January 13, 1950

Code Type ~~5281~~ 3010

Roadway (Sta. 0+57 to 13+21)

All Required		Clearing and Grubbing		$ 1,000.00
20	lin. ft.	Removal of Curbs	$ 0.60	12.00
320	lin. ft.	Salvaging Guard Rail	0.35	112.00
240	lin. ft.	Reinstalling Salvaged Guard Rail	2.00	480.00
6	cu. yds.	Trench Excavation, Unclassified	4.00	24.00
17,000	cu. yds.	General Excavation, Unclassified	0.50	8,500.00
100,000	yd. sta.	Short Overhaul	0.02	2,000.00
7,000	C-yd. sta.	Long Overhaul	0.50	3,500.00
0.19	mile	Finishing Roadbed and Slopes	1,000.00	190.00
30	lin. ft.	8" Sewer Pipe	1.60	48.00
2	only	Concrete Catch Basins	75.00	150.00
2,750	sq. yds.	Rock Slope Protection	2.50	6,875.00
30	cu. yds.	Concrete Curb and Gutter	55.00	1,650.00
All Required		Recesses for Traffic Control Markers		50.00
100	lin. ft.	1" Electrical Conduit	1.00	100.00
1,600	cu. yds.	Selected Roadbed Topping	1.75	2,800.00
7,000	yd. mi.	Hauling Roadbed Topping	0.15	1,050.00
300	cu. yds.	3/4" ~~1½"~~ - 0" Material in Leveling Course	1.50	450.00
40	M-gal.	Sprinkling	2.50	100.00
			Subtotal	$ 29,307.00
			10% Engr. & Cont.	2,930.70
			Total	$ 32,237.70

Type Code X041

Bridge (Sta. 2+61.93 to 8+23.0)

All Required		Shoring, Cribbing, Etc.		$ 5,000.00
360	cu. yds.	Structural Excavation	$ 7.50	2,700.00
20	cu. yds.	Structural Excavation Below Elevation Shown	10.00	200.00

2,000	lin. ft.	Furnish Untreated Timber Piling	$ 0.60	$ 1,200.00
2,800	lin. ft.	Furnish Treated Timber Piling	1.50	4,200.00
460	lin. ft.	Furnish 10" x 42# Steel Piling	7.50	3,450.00
41	only	Drive Untreated Timber Piles	50.00	2,050.00
55	only	Drive Treated Timber Piles	50.00	2,750.00
24	only	Drive Steel Piles	75.00	1,800.00
630	cu. yds.	Class "A" Concrete (E. Approach, Piers and Deck on Steel Span)	55.00	34,650.00
172,000	lbs.	Metal Reinforcing	0.12	20,640.00
184,000	lbs.	Structural Steel	0.17	31,280.00
170	lbs.	Bronze Plates	1.50	255.00
35	M-FBM	Untreated Lumber in Place	120.00	4,200.00
8	M-FBM	Treated Lumber in Place	250.00	2,000.00
2,400	sq. ft.	Cedar Wearing Surface	1.00	2,400.00
All Required		Removal of Old Bridges		5,000.00
280	cu. yds.	Class "A" Concrete, West Approach (Alternate "A")	55.00	(Alternate)
280	cu. yds.	Class "A" Concrete, West Approach (Alternate "B")	55.00	15,400.00
			Subtotal	$138,959.00
			10% Engr. & Cont.	13,895.90
			Total	$152,854.90

Length of Roadway	0.133 mile
Length of Structure	0.106 mile
Total Length	0.239 mile
Cost per mile, Roadway	$242,388.72

SUMMARY OF FUNDS

Item	Total Cost	Federal Funds	State Funds
Roadway	$ 32,237.70	$ 19,333.00	$12,904.70
Bridge	152,854.90	91,667.00	61,187.90
	$185,092.60	$111,000.00	$74,092.60

MYRTLE POINT (SPRUCE ST.) SECTION

PROJECT NO. S-46 (1)

All necessary rights of way or rights of entry have been acquired for this project.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

January 13, 1950

January 13, 1950

Mr. T. M. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate and four copies of right of way statement to accompany plans and specifications for the Myrtle Point (Spruce St.) Section, Project No. S-46 (1).

Six bid proposals and two sets of full scale plans are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWM:ew

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX [illegible]
PORTLAND 8, OREGON

January 31, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In the review of the plans for Oregon Project No. S-46(1), Spruce Street Bridge in Myrtle Point, it is noted that both the title sheet and the sketch map show the project as being located in township No. 27 whereas it is located in township No. 29. Please correct your records and maps accordingly.

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
MAR 20 1950
FOR FILING

S-46(1)

[illegible]

March 16, 1950

1745

Mr. T. M. Davis, District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Re: Spruce Street (Myrtle Point) Bridge
Section, F. A. S-46 (1)

Reference is made to your letter of March 7, 1950, concerning design details on the Spruce Street Bridge over the South Fork of the Coquille River at Myrtle Point.

Taking your comments up in order:

(a) The columns for bents 2, 3, 5, and 6 are designed oversize for purely architectural reasons. The stresses in these columns are very low, being approximately 200 p.s.i. on bent 6 and 220 p.s.i. on bents 2, 3, and 5. With this low stress, there seems to be no reason why we should not take advantage of the option for reducing steel below the 1 per cent limitation, as given in subsection (b), Article 3.7.10. It is true that the doubling of the column steel would not be a big item, although it does amount to approximately $125. We have yet to have an example of any column trouble on any structure which could be attributed in any way to lack of adequate enforcement, and do not believe we are justified in spending even the $125 to hold to a purely arbitrary limitation.

(b) The 25'-38'-25' span series was designed for stresses within the specifications. The adjacent 25'-25'-25' span has beams of the same depth as the longer series joining onto it, in order to present a reasonably good appearance from the side. We have decreased the width of beams in the shorter series by 1 inch in order to save concrete.

(c) Foundations of the entire east approach are on compact shale and will be carried considerable distance into the shale, so that no danger of sliding is anticipated.

(d) The continuous span series are designed in accordance with the specifications. In addition to the negative moment steel over the girders, there are eight one-half-inch-round longitudinal bars in the slab between each pair of girders. These act as temperature reinforcement and as distributing steel for the slab loads, but also serve to resist any tendency to crack due to negative moment. Several years ago we had considerable trouble with cracks over interior supports, but by moving our negative beam steel up into the slab, this cracking has been fairly well eliminated. In fact, I do not know of any of our structures built in the last four or five years that show cracking which can be definitely charged to excessive negative moment.

(e) We realize that the junction of the new structure with the ramp coming in from the south is not an ideal traffic arrangement. When this ramp is reconstructed, it would probably be better to change the grade line and leave a longer piece of level grade just before entering the east and west ramp. To have done anything with it at this time would have meant reconstruction of the south ramp, for which money was not available. This is a secondary highway project and traffic is reasonably low in volume. The average total daily traffic is in the neighborhood of 700 vehicles, approximately one half of which uses the south ramp and one half of which continues on to the west ramp. We would not, of course, tolerate such a condition on a main highway, but feel that a large expenditure to correct the condition is not justified for this secondary highway.

(f) The wall supporting the end of the concrete span at pier 1 was designed to take any stress induced by moment transferred from the girders. The wall could, of course, be made stiffer, but this would, in turn, induce more stress, and it would not seem that anything would be gained. We have had no particular complaint from contractors about 12-inch web walls between pier shafts, and where these web walls are adequate for the purpose intended, we doubt very much whether the reduction in bid price would balance the additional materials in the thicker wall.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

OSP:gm
cc G. S. Paxson

ASSIGNMENT

e: March 8, 1950

No. 245
By 7[illegible]

Description: Tom Davis' letter of 3-7-50 making comments and suggestions re Spruce Street Bridge, Project No. S-46 (1)

Acknowledged by _____ Referred to **Paxson** ✓

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
xxx Please prepare for **Williams** signature

Assignment executed ______ Report received ______

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Remarks: Retain copy for your files.

3-16-50

[illegible] T OF COMMERCE
[illegible]
PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX [illegible]
PORTLAND 8, OREGON

March 7, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Dear Sir:

The following comments and suggestions pertaining primarily to your Spruce Street Bridge, Oregon Project No. S-46(1), but intended to apply also to similar features on other projects, have been recently received from our Washington Office. They are submitted for your consideration and corrective action.

"(a) Bents 2, 3 and 5 have 24-inch square columns, and bent 6 has 30-inch square columns. These columns have four bars or one in each corner for vertical reinforcement. This amount of steel is less than one percent of cross section and generally speaking is less steel than is used in average engineering practice. Temperature effects may be small in Oregon and disregarding a stress analysis of the column, the small additional cost of doubling the number of bars per column still seems justified.

(b) The continuous span girders appear deep for the span length. On future designs could any economy, using Oregon unit prices, be effected by reducing beam depth and using a little more reinforcing steel?

(c) Some of the foundation pressures run high and if there is any tendency to slide at this location, footings should be set into the shale a safe distance to prevent possible sliding.

(d) In the continuous span concrete design there is a possibility of cracking in the top of roadway slab immediately over the bents. To prevent this cracking it is suggested that additional longitudinal bars be placed in the top of roadway slab at these points, except where expansion supports occur.

(e) A dangerous condition will exist where the highway from the South enters south side of the bridge. The grades are rather severe and combined with a right angle turn create a traffic hazard. A study should be made to determine if any reasonable improvement in this situation is possible.

(f) At pier No. 1 the end of a concrete span is supported on a ten-inch thick wall which sets on top of the pier cap. There is no positive provision for expansion of the concrete spans and this may cause high stresses in this wall. If a portion of the main column were carried up as a sort of fascia, this would make the wall more rigid and at the same time possibly add to the appearance of the structure. Another possibility would be to support the concrete span on the end of the girder and eliminate the wall. Pier No. 2 also has this relatively thin wall supporting a concrete span.

The web wall in piers No. 1 and No. 2 is twelve inches thick. Contractors have complained in some States about such a thin wall in relatively tall piers with the result that in some States a minimum of 15 inches has been adopted while others have adopted a minimum of 18 inches. Have you heard any complaints during construction about this feature?"

Concerning item (a) we realized at the time the plans were recommended for approval that these columns did not have 1% of reinforcing steel. The new A.A.S.H.O. and your 1949 specification both give the figure of 1% as a desirable minimum, but qualify this by the provision that a lesser amount of reinforcement will be satisfactory when the column size is arbitrarily increased for architectural or other reason from that required by considerations of loading alone. In this case the stresses in the columns are low, and it appears that the specifications and the technical details of reinforced concrete design have been satisfactorily met.

We must agree with our Washington Office, however, that most other bridge engineers use considerably more column reinforcement than is found in your designs. Whether this additional reinforcement is essential is debatable, but it is desirable and a matter of common practice. We believe that the additional cost of using a minimum of 1% of steel in all columns would be negligible and would be more in line with present day reinforced concrete practice.

We are not aware of how detailed a review our Washington Office gave these plans, but we assume from their comment (b) that it was superficial. Assuming that additional compressive area in the form of a deeper haunch, wider stem, or bottom slab is not provided the required depth of the typical reinforced concrete continuous girder is determined by flexural considerations at the interior supports. In this case our check calculations show that the concrete stress at the point of maximum negative moment over the interior support is very close to the maximum allowable stress. Accordingly, no reduction in girder depth for the 25 - 38 - 25 ft. series seems possible. For the 25 - 25 - 25 foot series a slight reduction in depth in addition to the thinner beam stem is possible but undesirable because of architectural considerations. Your verification of these findings would be desirable when we answer the quoted comment above.

Item (c) is a construction matter and should be given serious consideration during construction when the excavations are made and any fault planes or slippage planes are evident.

The statements in quoted paragraph (d) are pertinent and practical. It is becoming common practice to increase the longitudinalsteel in the top of deck slabs in regions of large negative moment where there is a considerable lightly reinforced space between the main tensile steel which is normally centered about the beam stem centerline. Your opinion and the actions you propose to take regarding this matter would be appreciated.

The results of the study suggested in quoted paragraph e, for which probably all of the data is on hand in your department, are desired. It is our understanding that the traffic from the right angle approach coming into the traffic stream of this project is small, probably not exceeding 40 to 50 cars per day maximum. Likewise the traffic on the main line of the project is low. Under these conditions we do not see the necessity for large additional expenditures to alleviate the sharp right angle approach.

We have carefully considered the comments regarding main Piers 1 and 2quoted under item F above. These thin bearing walls have been used extensively for many years for supporting the approach spans of deck structures, and this is the first indication that we have had that they were undesirable. The stiffness of these walls compared to the deck section, and the movements involved are so small that we fail to see how damaging stresses can be built up. We will consider your experience concerning the necessity for an arbitrary increase in web wall thicknesses of piers satisfactory and will forward your recommendation to our Washington Office.

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
MAR 9 1950
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

RECEIVED
MAR 13 1950
FOR FILING

8-46 (1)

3286

March 10, 1950

VaDare Construction Co.
1002 S. E. Rex St.
Portland 2, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3286 which was awarded to you on February 17, 1950, covering the Spruce Street (Myrtle Point) Bridge Section on the Coquille-Myrtle Point Highway in Coos County.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 3/10 gl

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FOR FILING

8-46 (1)

AGENDA
MAR 20 1950

February 17, 1950

VaCure Construction Co.
1022 S. E. Rex Street
Portland 2, Oregon

Re: Contract No. 3206

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for the Spruce Street (Myrtle Point) Bridge Section on the Coquille-Myrtle Point County Road in Coos County, using Alternate "B". This award was based on your low bid of $154,182.00 submitted on February 6, 1950.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ts
Enc.

cc - R. G. Smith
S. H. Probert
C. S. Paxson
Goldie Lewis
L. B. White (S.I.A.C.)

Get Confirmed

SYC

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	☒	SERIAL	☐
DAY LETTER	☐	NIGHT LETTER	☐

WESTERN UNION

1206

W. P. MARSHALL, PRESIDENT

Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE	☐	DEFERRED	☐
CODE	☐	NIGHT LETTER	☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
February 17, 1950
4:00 p.m.

VaDare Construction Company
1002 S. E. Rex Street
Portland 2, Oregon

State Highway Commission awarded you today contract for Spruce Street (Myrtle Point) Bridge Section on Coquille-Myrtle Point County Road, Coos County, using Alternate "B", based on your low bid submitted February 6, 1950. Contract forms follow shortly.

H. B. Glaisyer, Secretary

OREGON STATE HIGHWAY COMMISSION

NOTED
J. W. CATTRALL

February 16, 1950

Mr. T. M. Davis, District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

In connection with the Spruce Street Bridge Section, Oregon Project S-46(1), of the Coquille-Myrtle Point County Road, FAS Highway 251, enclosed please find four copies of a maintenance agreement executed by Coos County and the Highway Commission, four copies of an encroachment resolution adopted by the Coos County Court, and four copies of an encroachment resolution adopted by the City of Myrtle Point.

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JWC:MM
Encl.

RECEIVED
FEB 20 1950
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FORM E-30 25M 6-49 22008

5-460

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 16, 1950

SUBJECT: Spruce Street Bridge Section

To: Mr. W. C. Williams
Assistant State Highway Engineer

OFFICE

W C WILLIAMS

Dear Mr. Williams:

Coos County has now acquired all the necessary right of way in conjunction with this project. The contract may now be awarded as far as this Department is concerned.

Very truly yours,

J. M. DEVERS

By R. L. Porter
R. L. PORTER
Assistant Right of Way Engineer

RLP:MA

Williams
By Chief Engineer

Salem, Oregon
February 15, 1950

Mr. Forrest Cooper
Right of Way Engineer

Enclosed please find copies of two "Permits to Remove Materials." These permits have been received from Coos County and it is believed that this clears up the right of way for the Spruce Street bridge project in Myrtle Point.

These permits have not been checked by this office as we have no information to check them against.

NOTED
J. W. CATTRALL

John W. Cattrall
Engineer, County and City Relations

JWC:MM
Encl.

PERMIT TO REMOVE MATERIALS

This agreement made this 1st day of February, 1950, by and between COOS COUNTY, a body politic and corporate of the State of Oregon, hereinafter called the County, and Isaac Barklow, hereinafter called the Owners, witnesseth that:

Whereas, the owners are the owners in fee simple and have the right to dispose of easements in the following described real property, to-wit, Roadway base to be widened to the Westerly present right-of-way line and on same grade as present roadbed. Toe of slope to be variable and will extend into the property of the owner. Beginning at Engineers Station 38-00 and ending at Engineers Station 55-37, a distance of 1737 feet, more or less, to the East and West center line of the Northeast Quarter of Section 8, Township 29 South, Range 12 West of Willamette Meridian.

Whereas, the County is engaged in the widening of a county road known as the Myrtle Point-Lampa County Market Road No. 4, in conjunction with the Bureau of Federal Roads and State Highway Commission and findsit desirable to secure materials from the property of the owners to make certain fills along said road; and

Whereas, the county is willing to perform certain services to compensate the owners therefore:

Now, therefore, in consideration of the premises and the undertakings hereinafter recited the parties mutually agree:

1. The owners hereby grant to the county the right, license and permit to enter upon the above described property and to remove therefrom, from slopes abutting the said county road, such quantities of excavated earth, rock, and other materials, commonly called borrow material, as it shall find necessary to make fills elsewhere along the said county road to widen it and to make a fill at the Spruce Street Bridge Project along said improvement. It is understood that the slopes and amounts of borrow material shall be determined by the county, after consultation with the owners; and that the right herein granted may be exercised by the county, the Bureau of Federal Roads, State Highway Commission, or the employees, contractors, or agents of any of them.

2. The borrow materials shall be removed in a careful and workmanlike manner so as to cause a minimum of damage to the owners' property, and after removal of said materials the slopes shall be smoothed up and left in a neat condition.

3. Any fence which may be removed, interfered with or destroyed shall be properly restored at the conclusion of the work, and if necessary, appropriate gates shall be provided to prevent the straying of stock.

4. The county shall cause to be made such improvement of the Myrtle Point-Lampa Road, which is agreed to be of special benefit to the owners. to-wit: furnish one bulldozer and operator therefore for a period of time not to exceed five days: Said bulldozer to be used for the purpose of farm land improvement, leveling off and ditching on and about the residence and barns of Isaac Barklow, under the direction of the owner or his agent.

In witness whereof the county pursuant to resolution duly adopted by its county court has caused these presents to be executed, and the owners have hereunto affixed their signatures, all as of the date first above written.

COOS COUNTY, a body politic and
corporate of the State of Oregon

Carra Barklow
Owner

County Judge

Approved by:
Wilfred E Oakes
Lessee of said premises

Fred A. Kruse
Commissioner

Commissioner

RECEIVED
FEB 3 1950
FOR FILING
S-46 (1)

1655
1678

February 2, 1950

Mr. T. M. Davis, District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Re: Spruce Street Bridge in Myrtle Point
F.A.P. No. S-46(1)

Reference is made to your letter of January 31 concerning the omission of the paragraph in the State-railroad agreement requiring the contractor to consult with the railroad as to the class of railroad personnel required to protect railroad facilities and property.

This form of contract is a standard which the Southern Pacific uses and was drafted to provide for provisions in which the contractor reimburses the railroad company for the cost of flagging service. In our practice, we have assumed this as a State expense, and have included a paragraph on page 23 of our specifications stating that the railroad will furnish, at the expense of the State, such inspectors, watchmen, and flagmen as may be necessary. In view of this, we deliberately omitted the paragraph referred to rather than cause confusion in the minds of our bidders as to the purpose of getting this information from the railroad company.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

GSP/ds

cc G. S. Paxson

ASSIGNMENT

50

No. 16
By [illegible]

Description: **Tom Davis' letter of 1-31-50 re special provisions for Project S-46 (1), Spruce Street Bridge, Myrtle Point**

Acknowledged by _____ Referred to **Paxson** ✓

XXXX Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _______________ signature

Assignment executed ______ Report received ______

Remarks: 2-3-50

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX [illegible]
PORTLAND 8, OREGON

January 31, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

It has been called to our attention that the form of agreement shown on pages 23 and 24 of the special provisions for Oregon Project No. S-46(1), Spruce Street Bridge in Myrtle Point does not agree with that shown in the advance copy of the proposed agreement with the railroad in that the latter includes a paragraph beginning, "The contractor shall contact the railroad to determine ---------------------".

While this omission does not appear to be of any consequence, it occurs to us that it could be a cause for delay in execution of the agreement by the contractor. Please advise if the railroad is agreeable to the omission of this paragraph from the agreement which they and the contractor are to sign.

Very truly yours,

T. M. DAVIS
District Engineer

NOTE
W. C. WILLIA

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

RECEIVED
JAN 24 1950
FOR FILING

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX [illegible]
PORTLAND 8, OREGON

January 23, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S. & E. documents for Oregon Project No. S-46(1), Spruce Street Bridge Section of Coquille - Myrtle Point Road, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Please submit copies of the usual resolutions by the County Court regarding encroachments, etc. and copies of the executed railroad agreement and the easement referred to in the agreement.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

[illegible]

EIVED
JAN 25 1950
FOR FILING

File

January 23, 1950

Mr. T. M. Davis, District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Re: Spruce Street Bridge
F. A. S-46 (1)

Reference is made to your letter of January 18 suggesting changes and corrections in the plans and specifications for the above project.

The code type numbers for the project have been changed on our records to correspond with the numbers 2010 and X341 shown in your letter.

Specifications have been changed to show the use of 3/4"-0" rock in the leveling course, instead of the 1½"-0" rock specified.

The vertical curve and grade data on sheet 3 of the road plans have been changed to correspond with the comparable data on the bridge layout sheet, Drawing No. 9210.

The amount of railroad insurance was a subject of considerable controversy between the State and the railroad company. We considered their request for the $200,000/400,000 insurance out of line, particularly in view of the fact that this is such a relatively unimportant branch line railroad. The railroad company would not accede to our request that the amount of insurance as previously furnished on grade separation jobs be used, and rather than delay the project or cancel it, we have been forced to agree to the furnishing of the larger amount of insurance. We have checked with the companies who write such insurance and find that the additional premium is relatively small, being in the neighborhood of $50.00. Our specifications and the agreement with the railroad on this project were written prior to the change of name of your organization. In the future the proper name will be used.

ASSIGNMENT

[illegible]-19-50

No. 1655
By wc

Description: Tom Davis' letter of 1-18-50 re advance plans for Oregon Project No. S-46 (1), Spruce Street Bridge

Acknowledged by _____ Referred to Paxson__________

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ___ Williams________ Signature

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Assignment executed ______ Report received ______

Remarks: OK to use 3/4" - 0" rock.
Extra ins. insisted on by RR. Same as Oak Hill.

1-23-50

WCN

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
~~PUBLIC ROADS ADMINISTRATION~~
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX 3900
PORTLAND 8, OREGON

January 18, 1950

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In our review of the advance plans for Oregon Project No. S-46(1), Spruce Street Bridge, it is noted that the code type numbers for the participating work should be 2010 and X341.

To Gargette 3/4"

The 1-1/2" minus rock specified for the levelling course seems rather large for this purpose. As it seems probable that a better base for the bituminous surface could be obtained with a smaller maximum size and as rock of this size is undesirable in shoulders, it is requested that in view of the small quantity required, the use of 3/4" minus rock be considered.

GAG

3

It is noted that the vertical curve and grade data for the east end of the project shown on both sheets 2 and 9210 do not agree. Please make the necessary corrections and advise.

In regard to the railroad agreement referred to on page 23 of the special provisions, the insurance $200,000/400,000 and $50,000/100,000 seems rather large considering the nature of the rail traffic here and also as only $100,000/200,000 and $25,000/50,000 insurance was required for the Delmar Overcrossing, however, no objection will be made if the railroad insists on adhering to these amounts. Please send us copies of the easement covering this crossing referred to in the proposed agreement with the railroad. All references to this organization, such as on page 3, paragraphs 3 and 4 should be changed to read as follows if possible: "Department of Commerce, Bureau of Public Roads".

O'Neil will submit Report

Please send us copies of test reports including plasticity index for the quarry specified for use at M.P. 13.5.

Lab # 223776

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

W. C. WILLIAMS

JAN

Salem, Oregon
February 1, 1950

Mr. Forrest Cooper
Right of Way Engineer

NOTED
J. W. CATTRALL

Coos County has acquired all necessary right of way in connection with the Spruce Street bridge section and are presently negotiating easements for the borrow area.

They will notify this office by phone when the easements have been signed. We will, in turn, notify you.

John W. Cattrall
Engineer, County and City Relations

JFH:MM

Oregon Project S-46(1)
FAS Highway 251

2-1-50

AGREEMENT BY MUNICIPALITY OR POLITICAL SUBDIVISION TO MAINTAIN HIGHWAYS IMPROVED UNDER THE FEDERAL AID ROAD ACT AND ACTS AMENDATORY THEREOF AND SUPPLEMENTARY THERETO

The County of Coos (municipality or political subdivision), State of Oregon, hereinafter referred to as County, and the Oregon State Highway Commission, hereinafter referred to as the Highway Department, hereby agree as follows:

1. That the Highway Department will submit a project for the improvement of 0.24 miles of ~~the~~ Federal Aid Secondary Highway 251 (municipal, or secondary or feeder) ~~highway~~ from State Highway Engineer's Survey Station 0+57 at the intersection of the Coquille-Myrtle Point Co. Rd. and the Coos Bay-Roseburg State Hwy. in Myrtle Point to State Highway Engineer's Survey Station 13+21, known as Coquille-Myrtle Point (local name of street or road), and to be designated as Oregon Project No. S-46(1) and will recommend its approval by the Federal Works Administrator for construction with funds apportioned to the State under the Federal Aid Road Act and Acts amendatory thereof and supplementary thereto; subject, however, to the condition that the County (municipality or political subdivision) shall provide for its proper maintenance after completion of its improvement.

2. That the said County (municipality or political subdivision) hereby requests the Highway Department to submit the aforementioned project with recommendation that it be approved by the Federal Works Administrator, and agrees that if such project is approved and constructed by the Highway Department and the Federal Works Administrator it thereafter, at its own cost and expense, will maintain the project in a manner satisfactory to them, or their authorized representatives, and will make ample provision each year for such maintenance.

3. That the said County (municipality or political subdivision) agrees to procure at its sole cost and make available before a contract is awarded for said

project, a right of way having a width of at least 60 feet throughout, and further agrees to procure and make available such additional width or widths of right of way as may be required for cut and/or fill slopes.

4. That the said County (municipality or political subdivision) hereby agrees to bear the cost, if any, of maintaining such of its streets or roads as may be used as detours during the performance of the work on the aforementioned project.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the County (municipality or political subdivision) on the 25th day of January, 1950, and the Highway Department on the 1st day of February, 1950.

Coos County
(Municipality or political subdivision)
By
County Judge
By
County Commissioner
By
County Commissioner

Attest:
L. W. ODDY, COUNTY CLERK
County Clerk
By Vaughan
Deputy

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)
By
As Chairman
By
As Commissioner
By Chas H Reynolds
As Commissioner

Attest:
Secretary

Form cc-31
Page 2

January 30, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The County requests that borrow material be excavated only in the area between Station 40 and 65 in connection with the Spruce Street Bridge Section.

Between Station 28 and 40 the material is such that we are afraid of future slide trouble, if it is disturbed, which would effect several houses and buildings in that area.

Very truly yours,

Coos County Highway Department

F. A. Robb, County Engineer

FAR/mw
cc: County Court

RECEIVED
JAN 31 1950
ENGINEER
COUNTY [illegible]

original to E. Pease.

NOTED
J. W. CATTRALL

COPY

[illegible]
[illegible]

Oregon Project S-46(1)
FAS Highway 251

1-27-50

RESOLUTION

F.A.S.
WHEREAS, Highway No. 251 of the State of Oregon, known as the Coquille-Myrtle Point County Road Highway, is routed through the City of Myrtle Point, Coos County, Oregon, a municipal corporation, and the route officially adopted for said highway by the State Highway Commission traverses the following street or streets, or avenues, of said city; to wit:

Spruce Street from its intersection with First Street westerly to the west corporate boundary of the City of Myrtle Point

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said highway,

And, WHEREAS, the Public Roads Administration of the Federal Works Agency of the United States will not participate in the construction of said highway until and unless the said City of Myrtle Point will guarantee by resolution officially adopted by the City Council of said City, that no encroachments will be permitted upon the right of way of said highway within the corporate limits of said City, which will permanently obstruct or interfere with the free and convenient flow of traffic over said highway through said City; and will so regulate parking of vehicles on said streets or avenues traversed by said highway that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said highway, nor impose any regulations of traffic which will operate to discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

NOW THEREFORE, IT IS HEREBY RESOLVED by the Common Council of the City of Myrtle Point, Coos County, Oregon, that no encroachments will be permitted on the streets and avenues traversed by ~~[illegible]~~ F.A.S. Highway No. 251 of the State of Oregon, known as the Coquille-Myrtle Point County Road ~~[illegible]~~, which will permanently or unduly interfere with the free and convenient flow of traffic along said highway; and will so regulate the parking of vehicles along said streets and avenues as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said highway, nor impose any regulation of traffic upon said highway which shall unduly discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

It being understood that nothing in this resolution of agreement by the City Council shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing ordinances and regulations respecting the use of streets in said City, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said highway for the placement of telephone or electric light poles or other public service facilities.

Passed by the Common Council of the City of Myrtle Point, Coos County, Oregon, this 22th day of January, 1950.

Attest:

C P Moore
City Recorder

J. M. Myers
Mayor

Form cc-11
Page 2

Wallace B. Dement
Jack H. Dunn
Francis C. Meldrum

Telephone 103

Law Offices of
DEMENT & DUNN
Security Bank Building
MYRTLE POINT, OREGON

NOTED
J. W. CATTRALL

January 27, 1950

State Highway Commission
Salem, Oregon

Attention: John W. Cattrall

Dear Sir:

Enclosed herewith are six (6) copies of Resolution passed by the Common Council of the City of Myrtle Point on January 27, 1950, in accordance with your request.

Very truly yours,

DEMENT & DUNN

By: Jack H. Dunn

JHD:enb
Encl.6

RECEIVED
JAN 30 1950
ENGINEER
COUNTY & CITY RELATIONS

Ivo 5

January 25, 1950

Mr. C. P. Moore
City Recorder
Myrtle Point, Oregon

NOTED
J. W. CATTRALL

Dear Sir:

In connection with the Spruce Street bridge project, Oregon Project S-46(1), to be constructed with Federal Aid funds, the Federal Bureau of Public Roads requires that an encroachment resolution be adopted by the City of Myrtle Point. This resolution guarantees that no encroachments will be permitted upon the right of way within the limits of the project which will permanently obstruct or interfere with the free and convenient flow of traffic.

The Highway Commission plans to call for bids on this project at its February 6-7 meeting. As the contract award will not be made until all agreements or resolutions have been adopted and are in our hands, it would be appreciated if the City would adopt the enclosed resolution and return six signed and attested copies to this office not later than February 1, 1950.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

Salem, Oregon
January 26, 1950

Mr. W. C. Williams
OFFICE

Enclosed are ten copies of a maintenance agreement with Coos County covering the Spruce Street bridge section of the Coquille-Myrtle Point County Road, F.A.S. 251.

Seven of these copies have been duly executed by the Coos County Court and are now ready for presentation to the Commission.

NOTED
J. W. CATTRALL

John W. Cattrall
Engineer, County and City Relations

JFH:[illegible]
Encl.

January 26, 1950

Honorable L. D. Felsheim
County Judge, Coos County
Coquille, Oregon

Dear Sir:

This is to acknowledge receipt of seven copies each of a maintenance agreement and encroachment resolution covering the Spruce Street bridge section of the Coquille-Myrtle Point County Road, F.A.S. 251.

Enclosed please find one copy of the encroachment resolution for the County's records. A copy of the maintenance agreement will be returned after signature by the Highway Commission.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

NOTED
J. W. CATTRALL

John W. Cattrall
Engineer, County and City Relations

JFH:[illegible]
Encl.

Oregon Project S-46(1)
FAS Highway 251

1-25-50

RESOLUTION

WHEREAS, a County Road in Coos County, State of Oregon, known as the Coquille-Myrtle Point County Road, is routed through the County of Coos, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Coos County, the section adopted for improvement being more particularly described as follows; to wit:

From State Highway Engineer's Survey Station 0+57 at the intersection of the Coquille-Myrtle Point County Road and the Coos Bay-Roseburg State Highway in Myrtle Point westerly to State Highway Engineer's Survey Station 13+21, a distance of approximately 0.24 mile.

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said county road,

And, WHEREAS, the Public Roads Administration of the Federal Works Agency of the United States will not participate in the construction of said county road until and unless the said County of Coos will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road; and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW THEREFORE, IT IS HEREBY RESOLVED by the County Court of Coos County, Oregon, that no encroachments will be permitted on the county road, known as the Coquille-Myrtle Point County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It being understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Coos County, Oregon, this 25th day of January, 1950.

Attest:

By ____________ County Judge

L. W. ODEN, COUNTY CLERK
County Clerk
By ____________ Deputy

By ____________ County Commissioner

By ____________ County Commissioner

RECEIVED
[illegible]
FOR FILING
FORM E-90X 15M 9-49 31906

2-46 (1)

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 25, 1950

SUBJECT:

To:

Mr. J. M. Devers
Chief Counsel
Office

NOTED
W. C. WILLIAMS

Dear Sir:

Please note attached copy of letter with reference to the general form of State-railroad agreement on grade separation projects. We have never had any trouble on any of these projects due to this particular wording of the agreement; however, in view of the objection of the Bureau of Public Roads, it might be well to call the matter to the attention of the railroad attorneys and see whether it can be adjusted.

Very truly yours,

G. S. Paxson
Bridge Engineer

Attached
GSP:gm
cc W. C. Williams ✓

January 24, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the agreement with the railroad for Oregon Project No. S-46(1), Spruce Street Bridge Section of the Coquille - Myrtle Point Road.

It has been noted that a number of previous agreements include a paragraph similar to Section 6 of this agreement requiring that the contractors be "satisfactory to railroad". This could be construed as requiring railroad concurrence in award. Presumably no difficulties will be experienced but we could not, of course, concur in award to other than the low bidder simply because the railroad preferred another contractor.

In view of the possibility of conflict, it may be well to consider use of some other provision in the future. Perhaps the railroad would agree to accept as satisfactory any contractor on a prequalified list.

Very truly yours,

T. M. DAVIS
District Engineer

January 18, 1950

Mr. Floyd Robb,
County Engineer, Coos County
Coquille, Oregon

NOTED
J. W. CATTRALL

Dear Sir:

In connection with the Spruce Street bridge section of the Coquille-Myrtle Point County Road I am enclosing the following items:

1. Five copies of a description of an easement required for borrow pit purposes to be obtained by Coos County from Novella Butler and Evelyn Wilson, right of way file number 15962.

2. Five copies of a description of an easement required for borrow pit purposes to be obtained by Coos County from Isaac Barklow, right of way file number 15853.

3. A right of way map showing the area described in the above easements.

4. Seven copies of a maintenance agreement.

5. Seven copies of an encroachment resolution.

6. A copy of the Spruce Street bridge section plans.

When Coos County has acquired the above easements, please forward a copy of each to this office. In addition, a copy of the option or lease on the Root property would be appreciated. If, for some reason, copies are not available, a letter over the Court's signature certifying that all right of way and easements have been acquired would be satisfactory.

After signature by the County Court and attestation by the County Clerk, please return all seven copies of the maintenance agreement to this office. A duly executed copy will be returned for the County's records after acceptance by the State Highway Commission. Six signed and attested copies of the encroachment resolutions should be returned.

The plans are for the County's information and records.

As the Highway Commission plans to call for bids on this project at its February 6-7 meeting, it would be appreciated if the above matters could be taken care of prior to January 27, 1950.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

FORM E-20 25M 6-49 32802

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 17, 1950

SUBJECT: Our Files 15962 and 15853
Myrtle Point-Lampa Sec.
Market Road No. 4
Coos County

To: Mr. John Cattrall
Acting County and City Relations Engineer
OFFICE

Dear Mr. Cattrall:

Attached hereto are two options and maps to cover area for borrow pit purposes on the Myrtle Point-Lampa County Road in Coos County.

These are the parcels which we talked about by telephone, which I understand the County is to acquire.

Very truly yours,

J. M. DEVERS

By R. L. Porter
R. L. PORTER
Assistant Right of Way Engineer

RLP:MA

NOTED
J. W. CATTRALL

Salem, Oregon
December 15, 1949

Mr. K. D. Lytle, Division Engineer
Oregon State Highway Department
Roseburg, Oregon

FAS 251

The R/W Department recently furnished this office with descriptions of four pieces of additional R/W to be acquired by Coos County in connection with the Spruce Street Bridge F.A.S. Project.

Mr. Floyd Robb, Coos County Engineer, was contacted regarding the above and he stated:

(1) That portion of the R/W (shown colored in red on the enclosed map) that falls within the Spruce Street Bridge Project limits has already been acquired by Coos County.

(2) It was Mr. Robb's understanding that the borrowing of fill material, while to be made from the general area of the other three parcels of R/W (shown colored in orange on the attached map), would be covered by an easement which the county could obtain at little or no cost. He feels the county, with limited finances, cannot afford to purchase R/W for a project it will not be able to construct in the forseeable future.

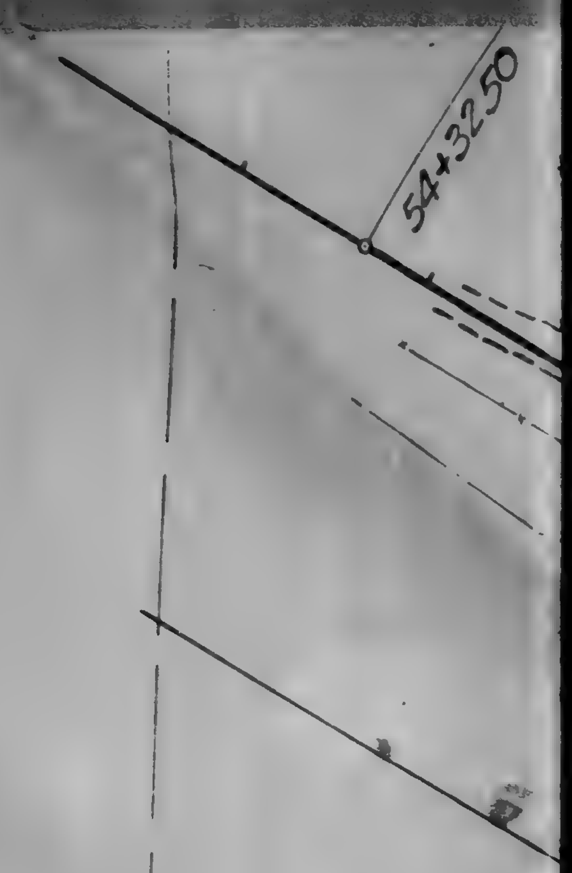
I have checked with Mr. Probert's office and their only interest in the matter is that they be furnished with information as to the location from which the material is to be borrowed and the cross-section, if any, to which the borrowed material must be excavated.

Upon checking with the Construction Department, it was suggested that this office furnish you the above information with the request that Mr. Robb be contacted and a satisfactory arrangement be worked out.

John W. Cattrall, Acting Engineer
County and City Relations

By: John F. Hagemann
Field Engineer

Encl.
cc: Mr. Floyd Robb, Coos Co. Eng'r.
Mr. Edwin A. Pease
Mr. Virgil O'Neil
Mr. Earl Saling

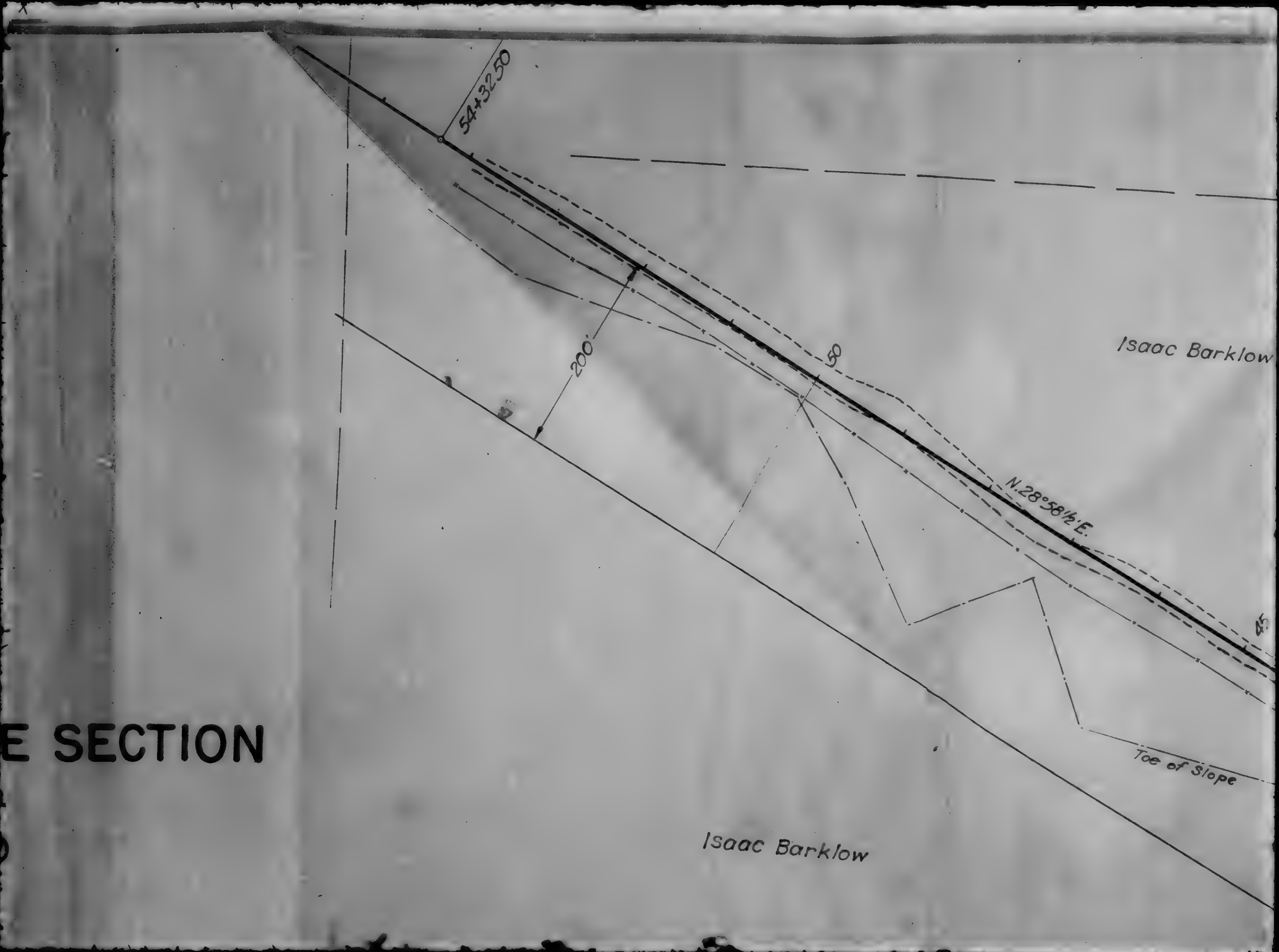


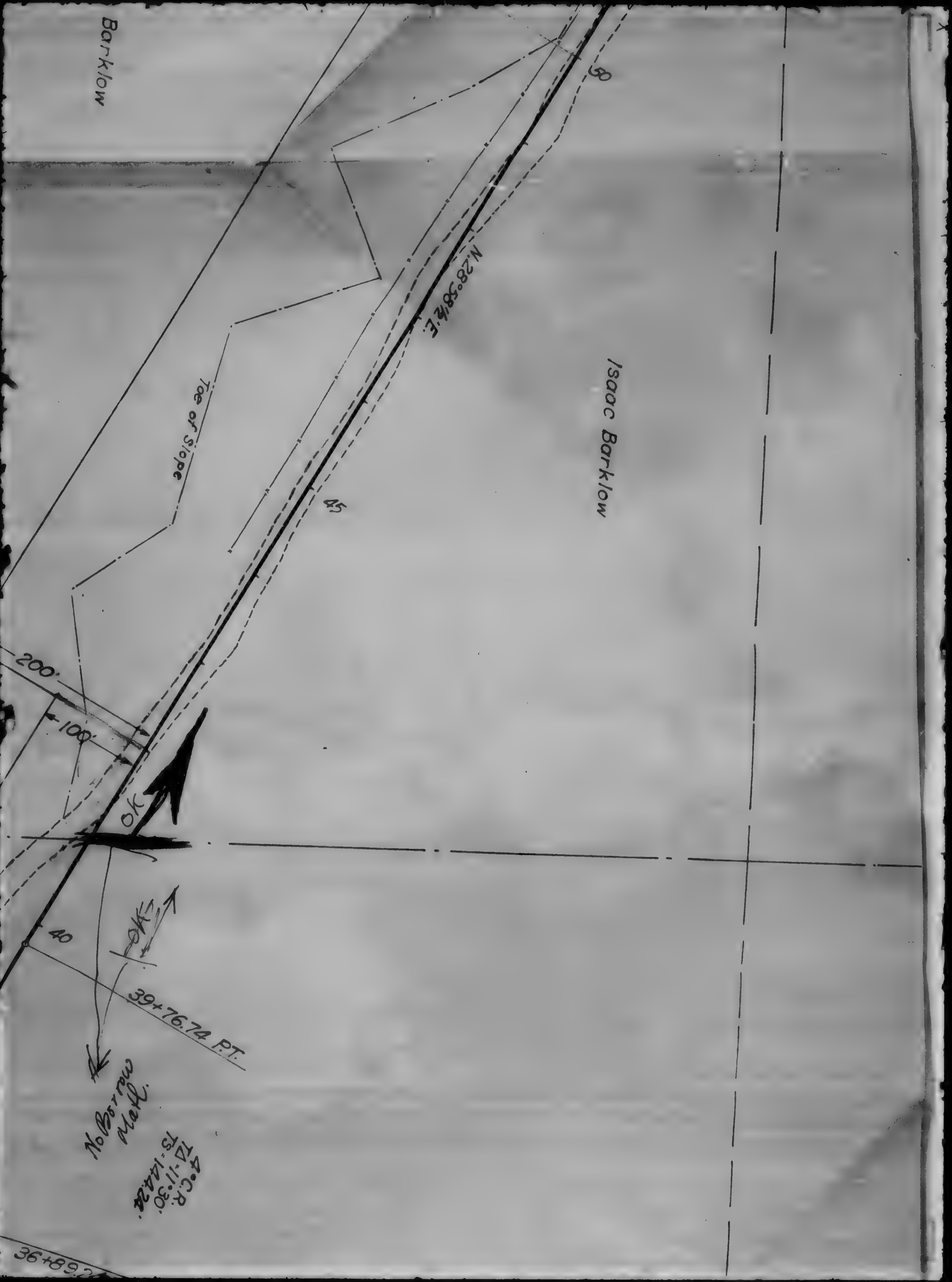
OREGON STATE HIGHWAY DEPARTMENT

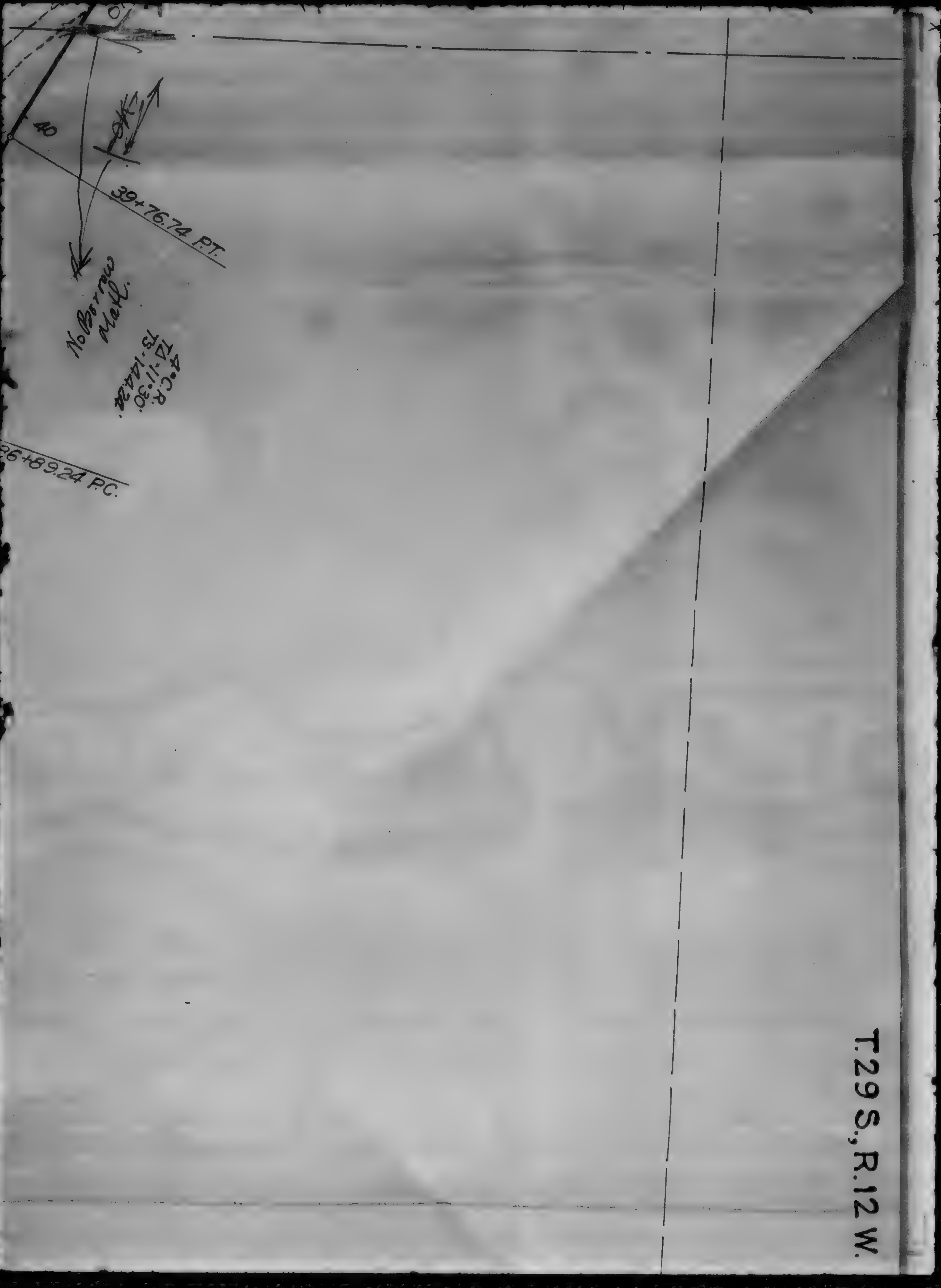
PROJECTED LINE

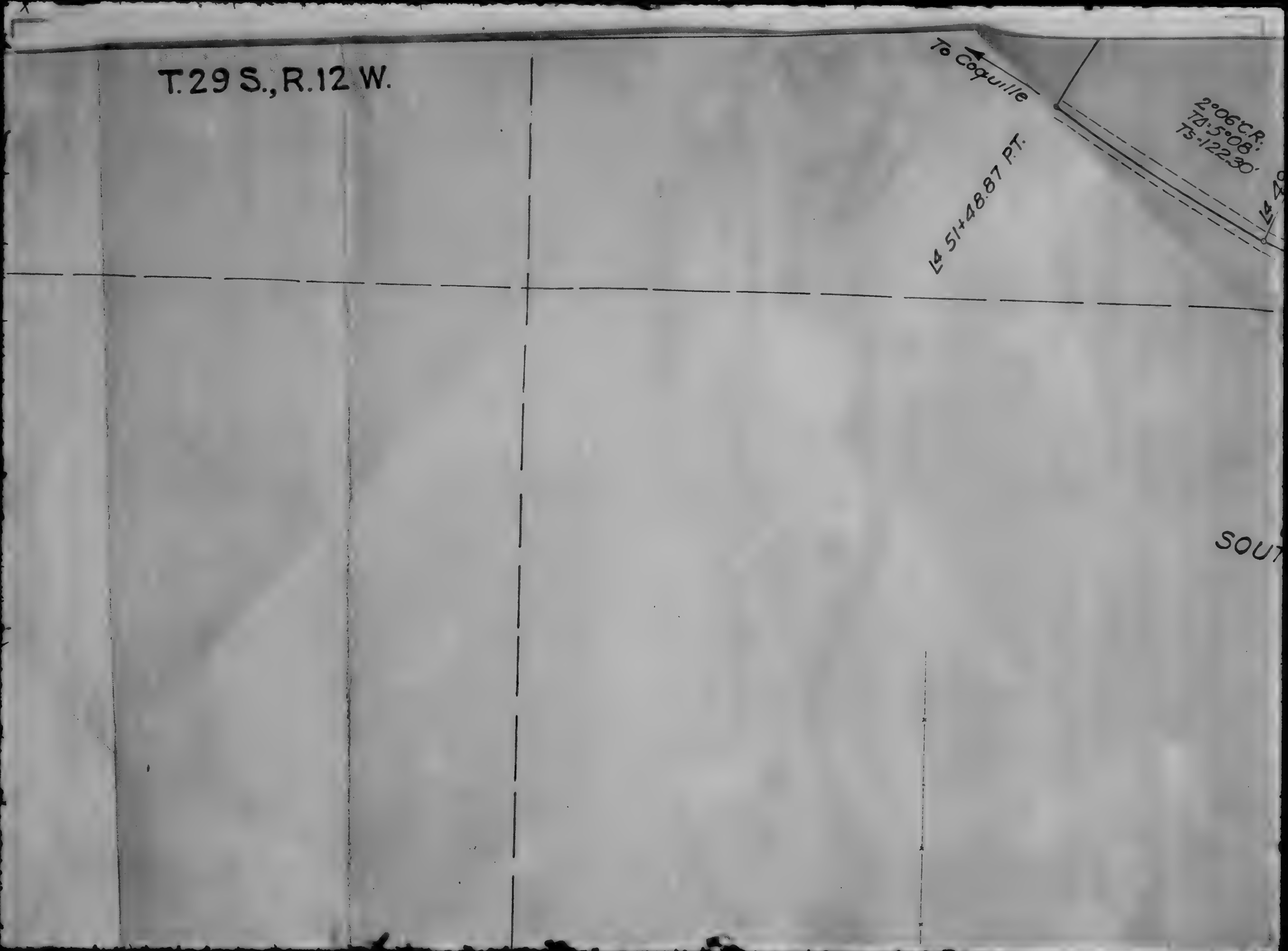
S. FK. COQUILLE RIVER BRIDGE SECTION

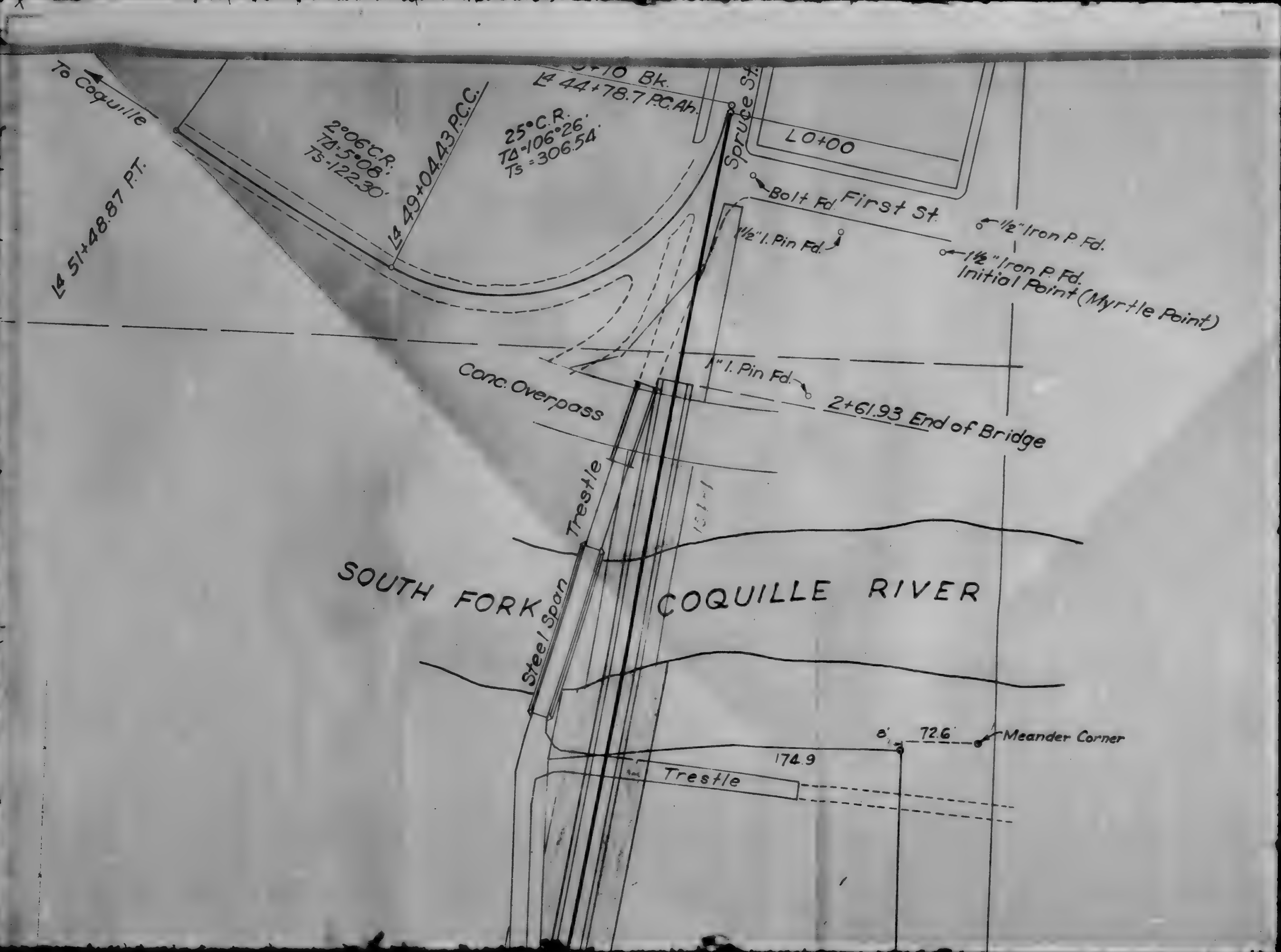
AT MYRTLE POINT
MYRTLE POINT - LAMPA ROAD
COOS COUNTY


E SECTION
54+32.50
200'
50
45
N.28°58½'E.
Isaac Barklow
Toe of Slope
Isaac Barklow


Barklow
50
N.28°58'1/2'E
Toe of Slope
Isaac Barklow
45
200'
100'
OK
40
OK
39+76.74 P.T.
No Borrow Mat'l.
4°C.R.
TΔ-11°30'
TS-144.24
36+89.2


40
39+76.74 P.T.
No Borrow Matl.
4°C.R.
I∆-11°30'
T.S.-144.24
26+89.24 P.C.
T.29 S., R.12 W.


T.29 S., R.12 W.
To Coquille
℄ 51+48.87 P.T.
2°06' C.R.
TΔ 5°08'
Ts 122.30'
℄ 49
SOU


To Coquille
℄ 51+48.87 P.T.
2°06' C.R.
TΔ-5°08'
Ts-122.30'
℄ 49+04.43 P.C.C.
25° C.R.
TΔ-106°26'
Ts=306.54'
+10 Bk.
℄ 44+78.7 P.C. Ah.
Spruce St.
L0+00
Bolt Fd.
First St.
1½" I. Pin Fd.
½" Iron P. Fd.
1½" Iron P. Fd.
Initial Point (Myrtle Point)
Conc. Overpass
1" I. Pin Fd.
2+61.93 End of Bridge
Trestle
SOUTH FORK
Steel Span
COQUILLE RIVER
8'
72.6'
Meander Corner
174.9
Trestle

½" Iron P. Fd.
½" Iron P. Fd.
itial Point (Myrtle Point)
Bridge
Meander Corner

S.Fk. COQUILLE RIVER BRIDGE SECT.

OREGON STATE HIGHWAY DEPARTMENT

PROJECTED LINE

S. FK. COQUILLE RIVER BRIDGE SECTION

AT MYRTLE POINT
MYRTLE POINT - LAMPA ROAD
COOS COUNTY

Scale 1 inch = 100 feet

Traced by G.E.J. Oct. 1949

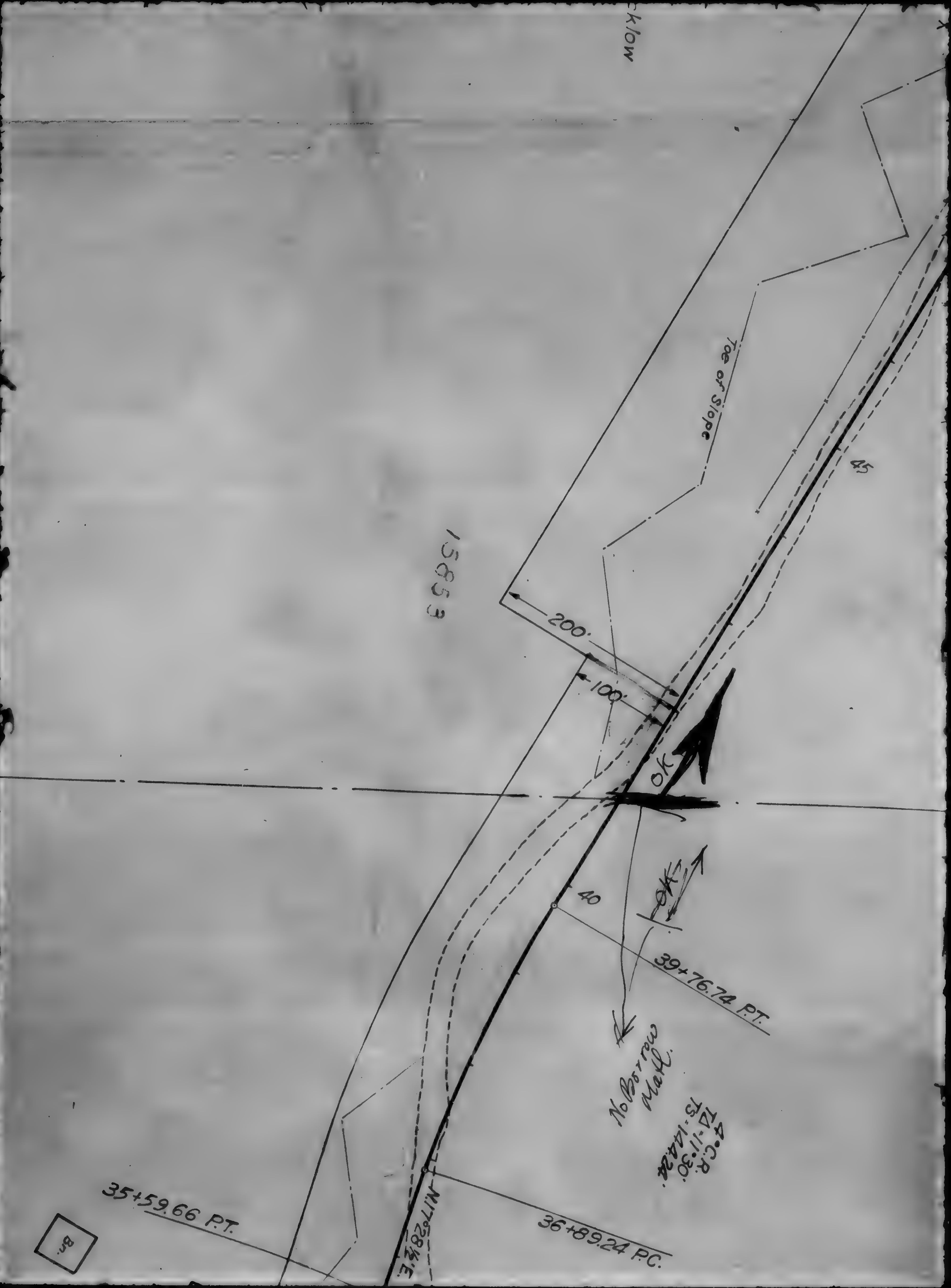
DRG. NO. 6B-36-9

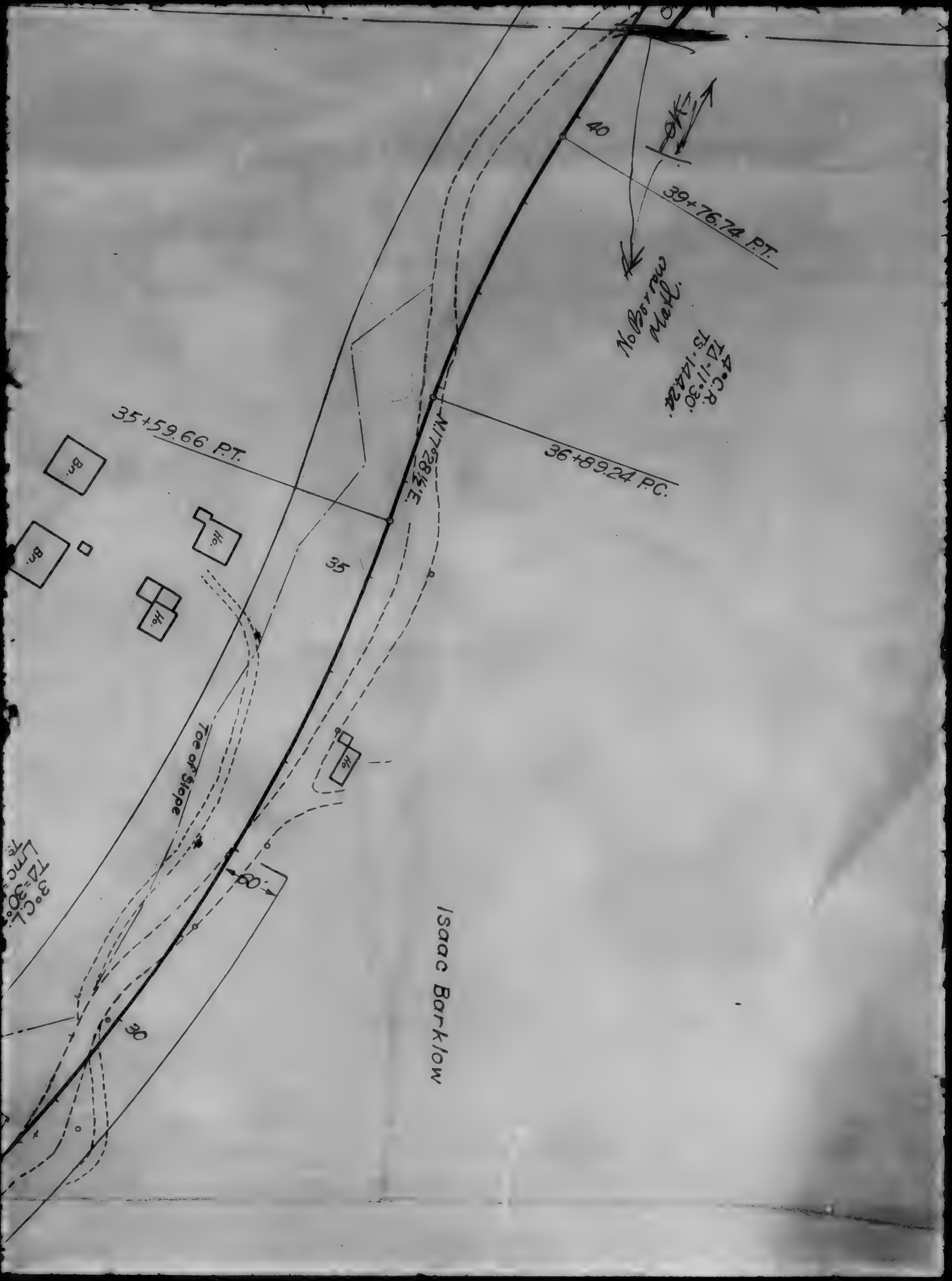
E SECTION

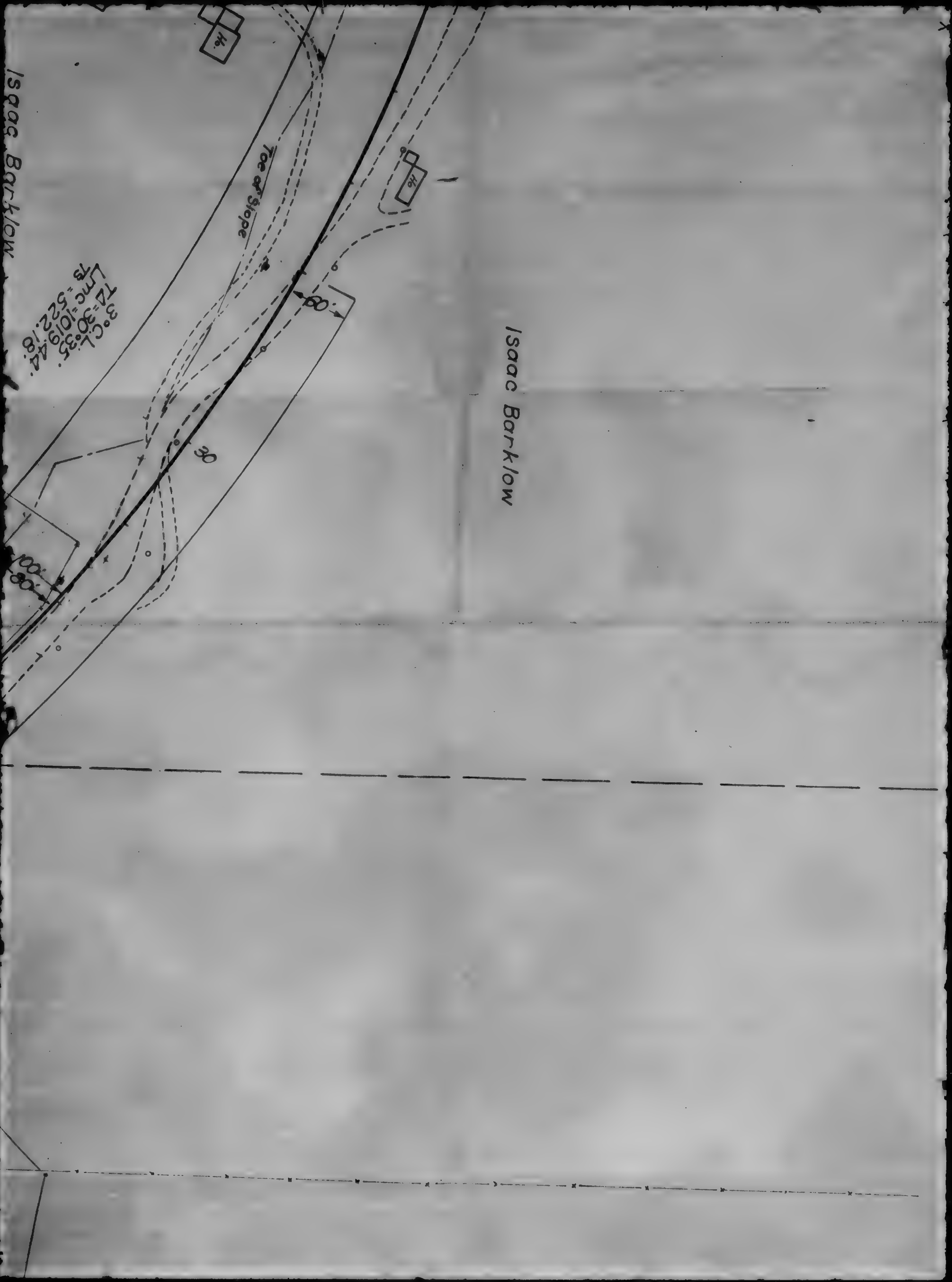
D

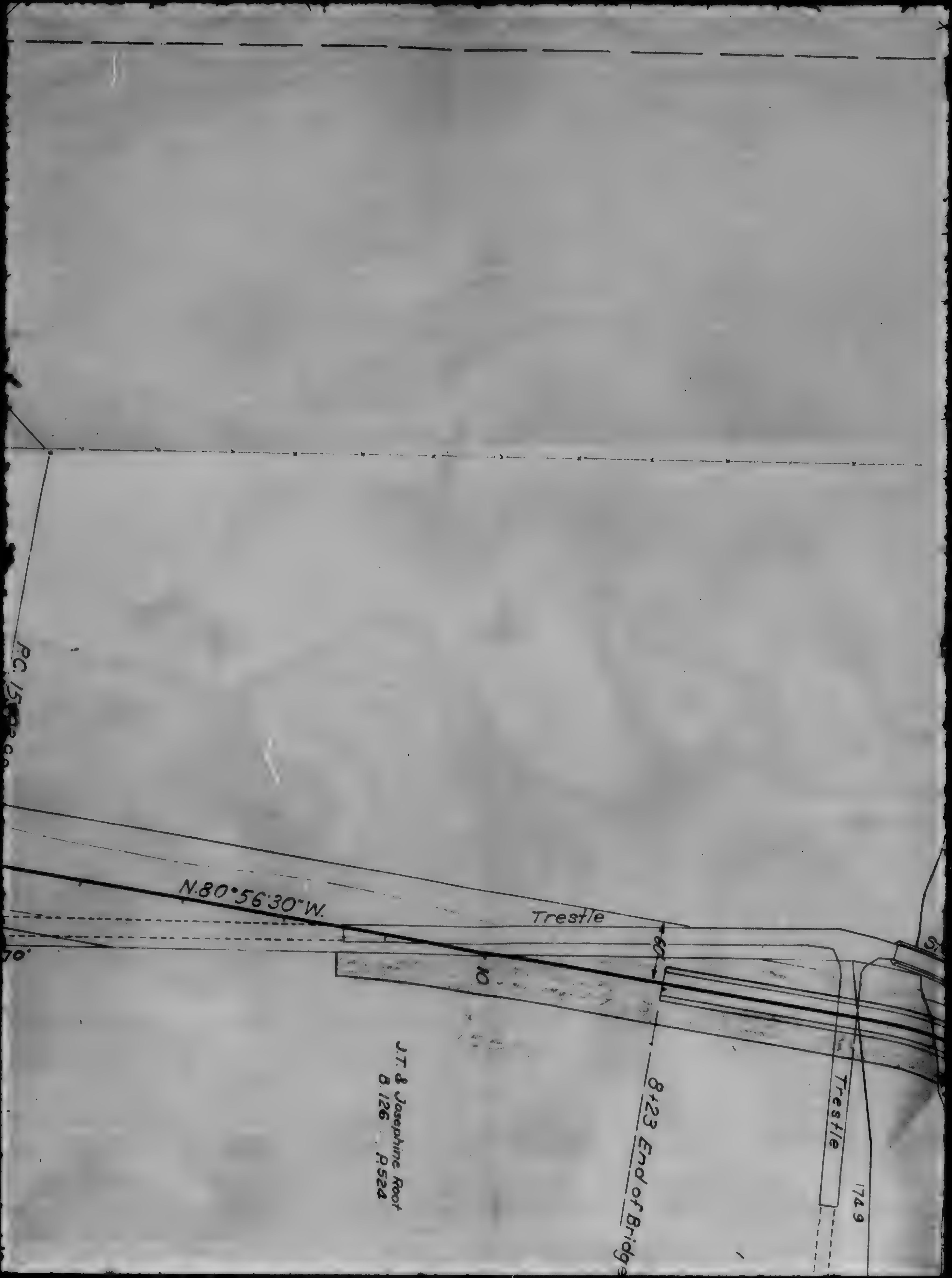
949

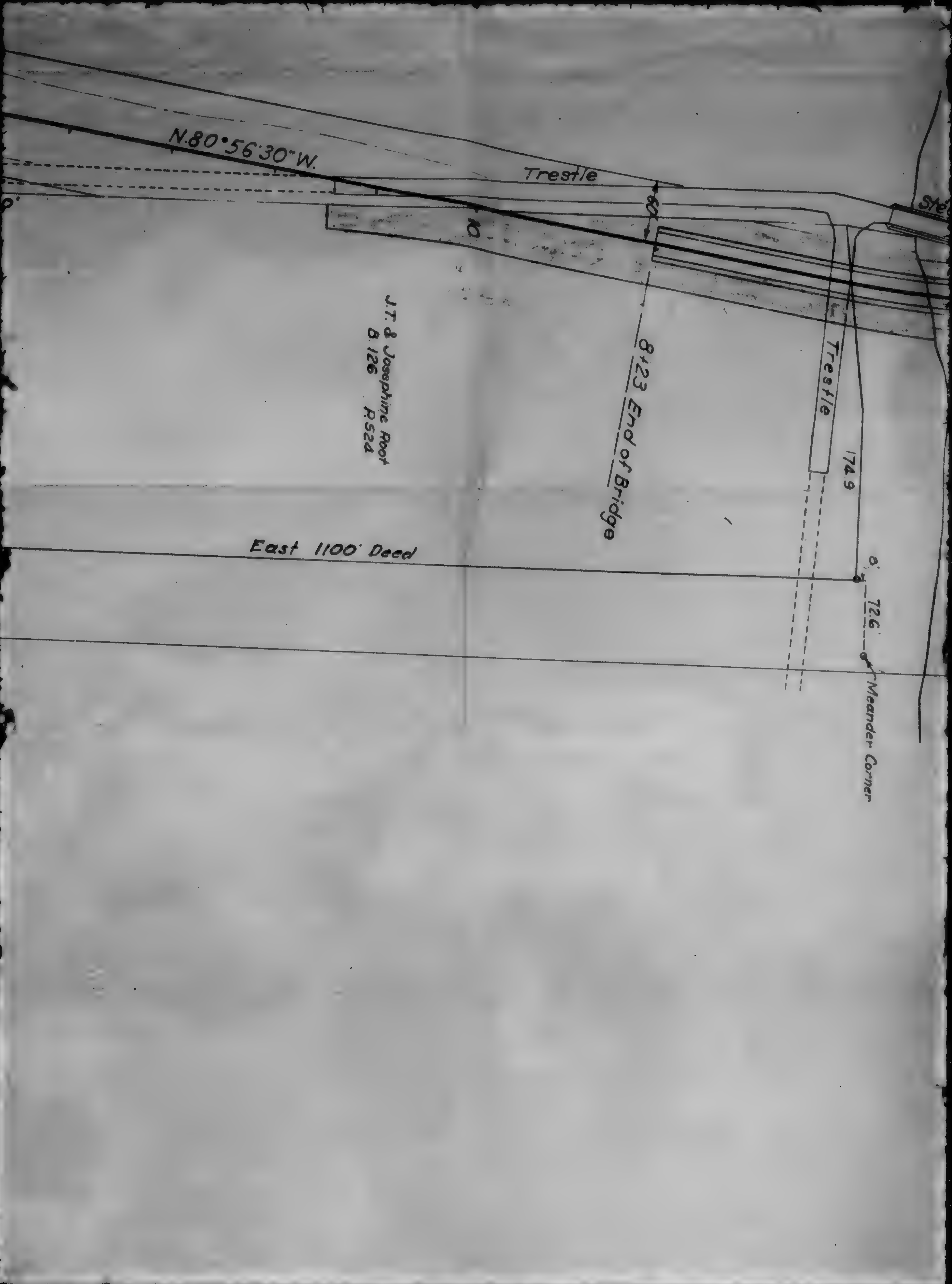
Toe of Slope
Isaac Barklow
4+32.50

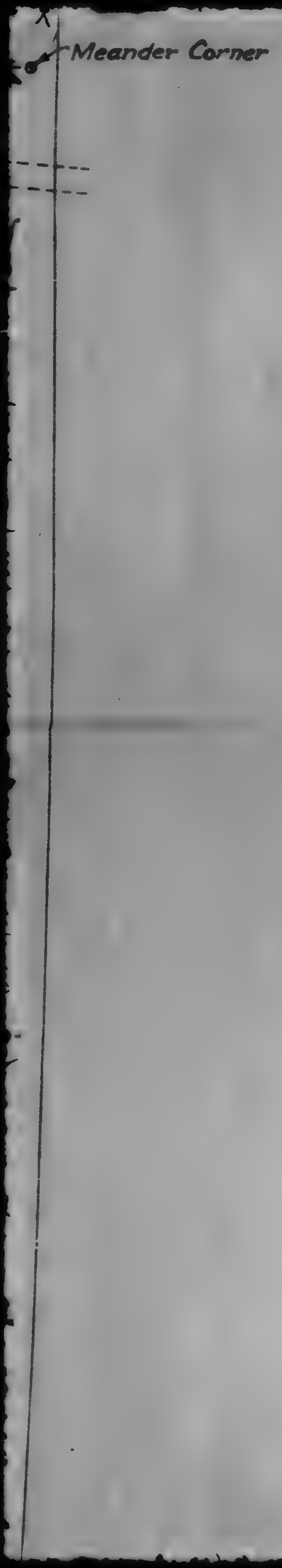

Toe of Slope
45
15853
200'
100'
OK
~~OK~~
40
39+76.74 P.T.
No Borrow Mat'l.
4°C.R.
TΔ-11°30'
TS-144.24'
35+59.66 P.T.
36+89.24 P.C.
N17°28½'E
Br.


40
39+76.74 P.T.
No Borrow Mat'l.
4°C.R.
TΔ=11°30'
TS=144.24
35+59.66 P.T.
36+89.24 P.C.
N.17°28½'E.
Bn.
Ho.
Bn.
Ho.
35
Toe of Slope
Ho.
60'
3°C.L.
TΔ=30°
LMC
Isaac Barklow
30


Isaac Barklow
H.
Toe of Slope
H.
3°C.L.
TΔ=30°35'
LMC=1019.44'
Ts=522.18'
60'
Isaac Barklow
30
100'
80'

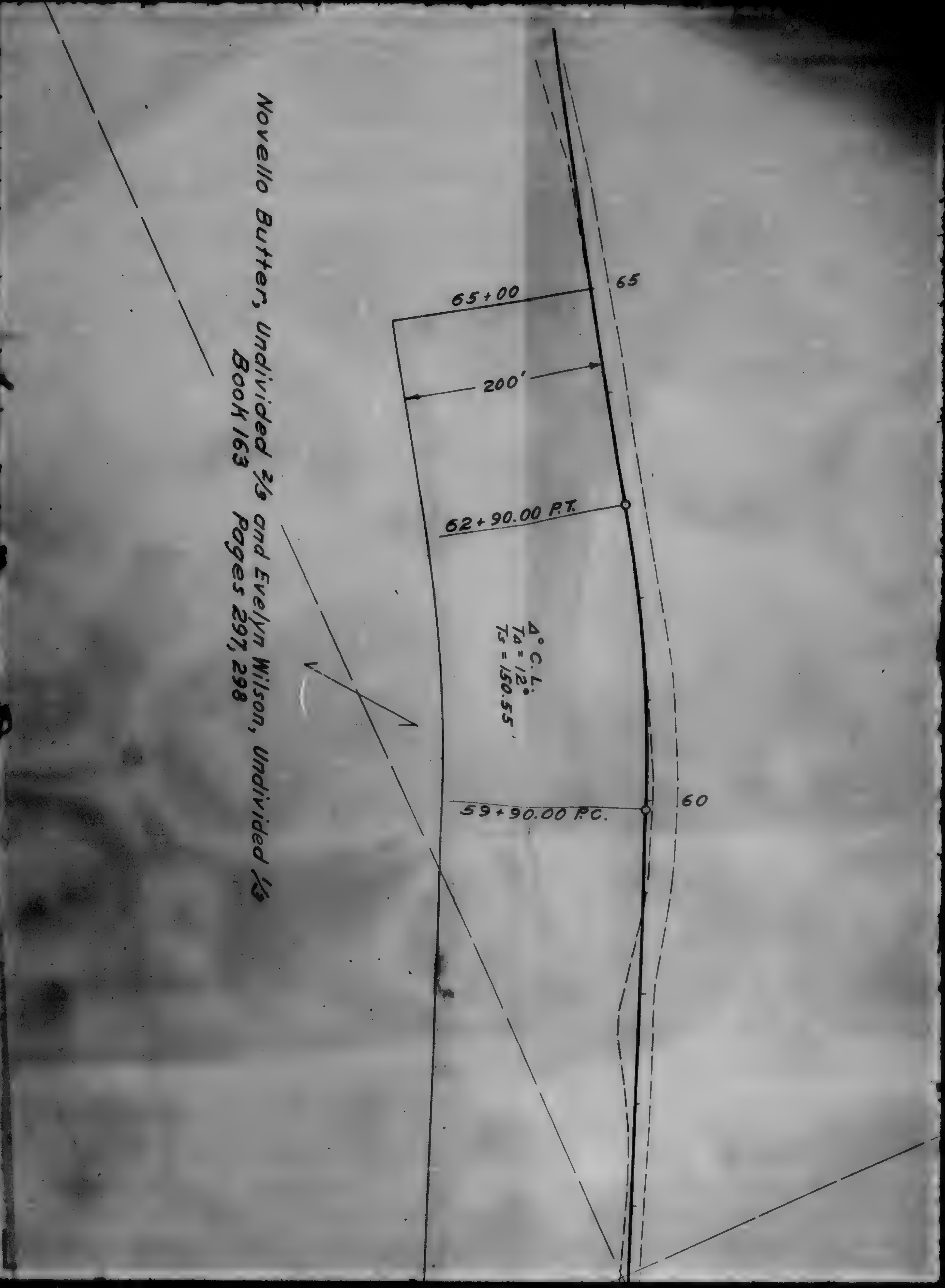

P.C. 15
N.80°56'30"W.
Trestle
60'
10
70'
J.T. & Josephine Root
B.126 P.524
8+23 End of Bridge
Trestle
174.9


N.80°56'30"W.
Trestle
60'
10
J.T. & Josephine Root
B.126 P.524
8+23 End of Bridge
Trestle
174.9
East 1100' Deed
8'
72.6'
Meander Corner

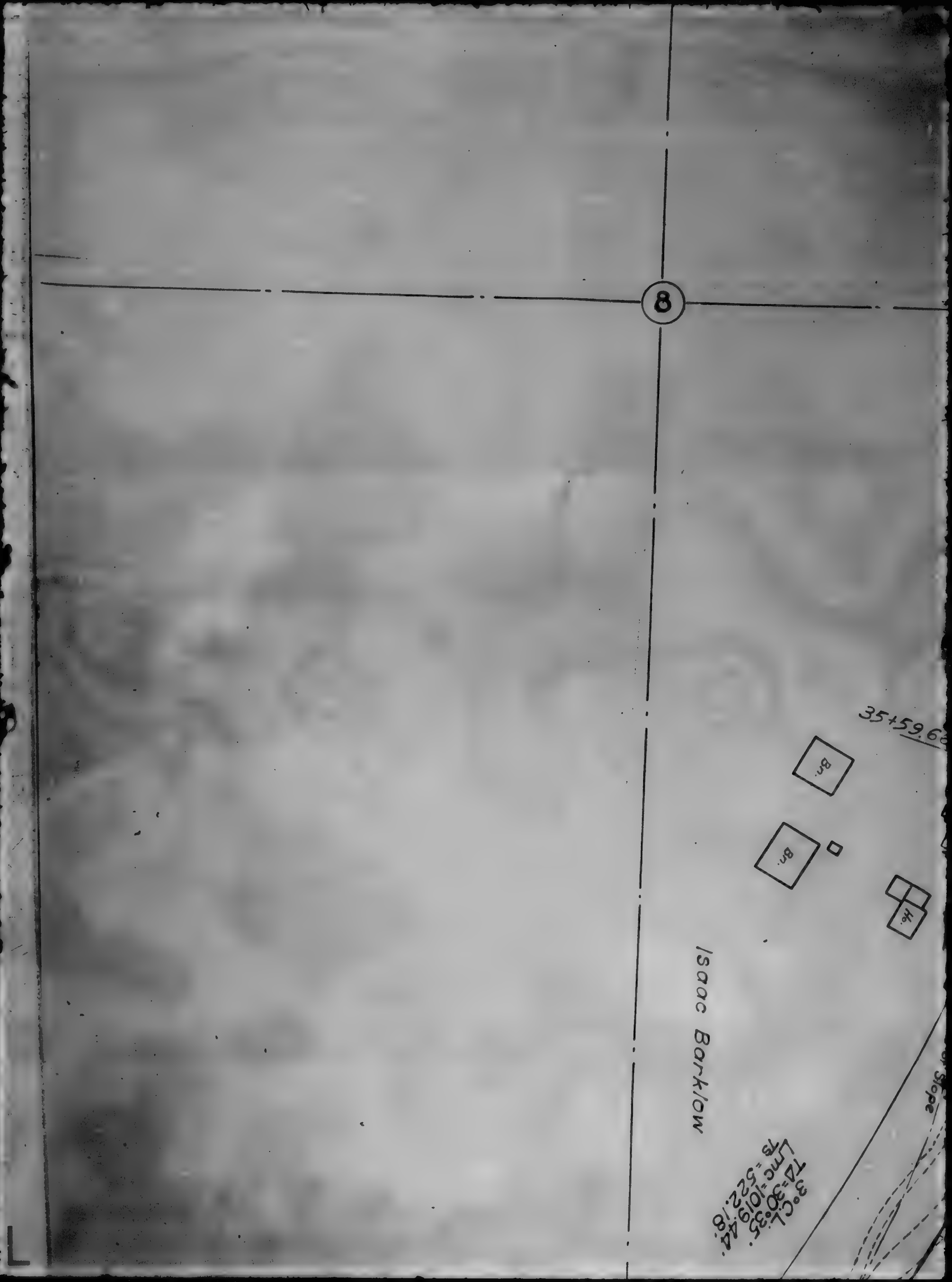

Meander Corner

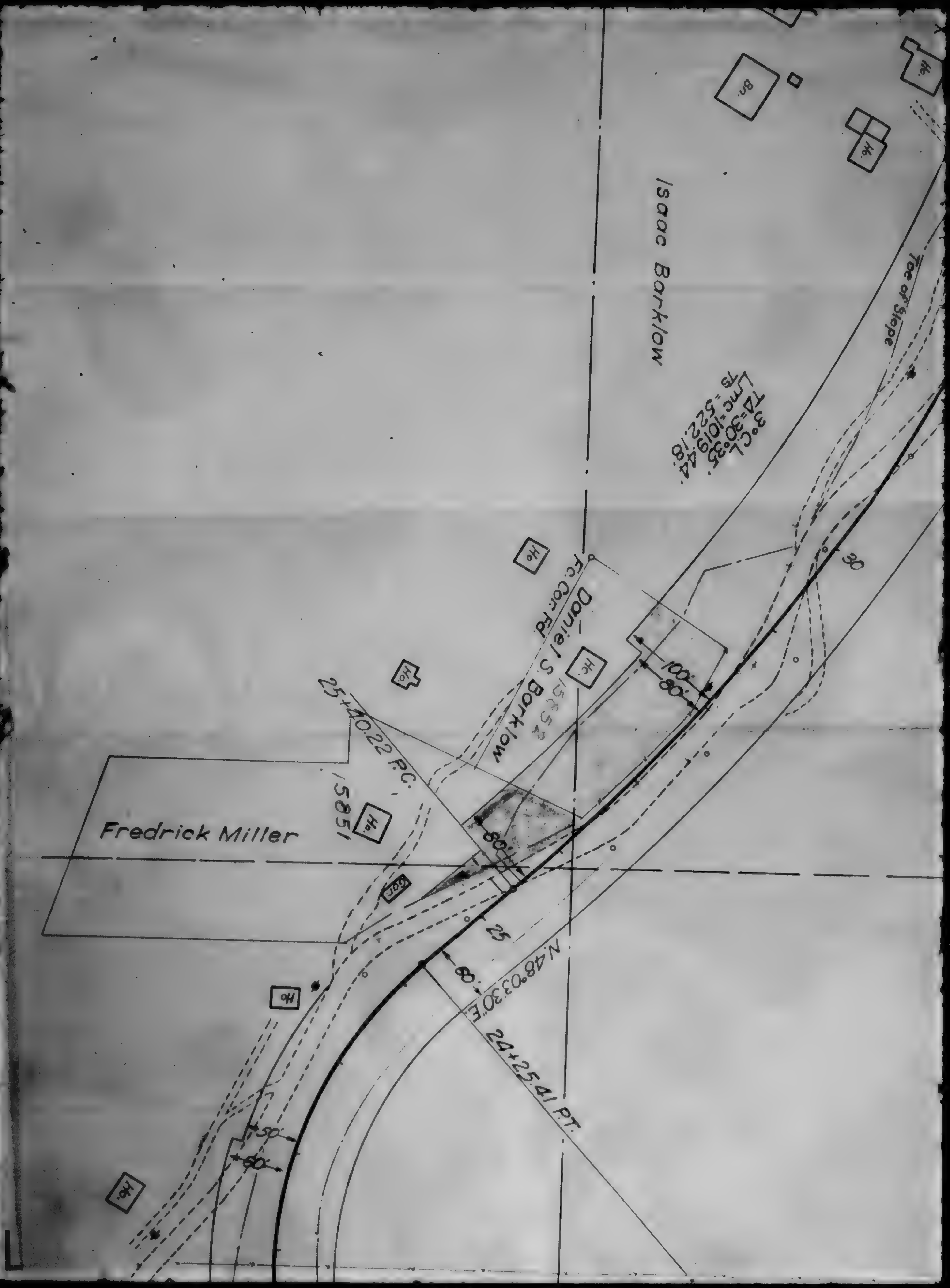
S.Fk. COQUILLE RIVER BRIDGE SECT.

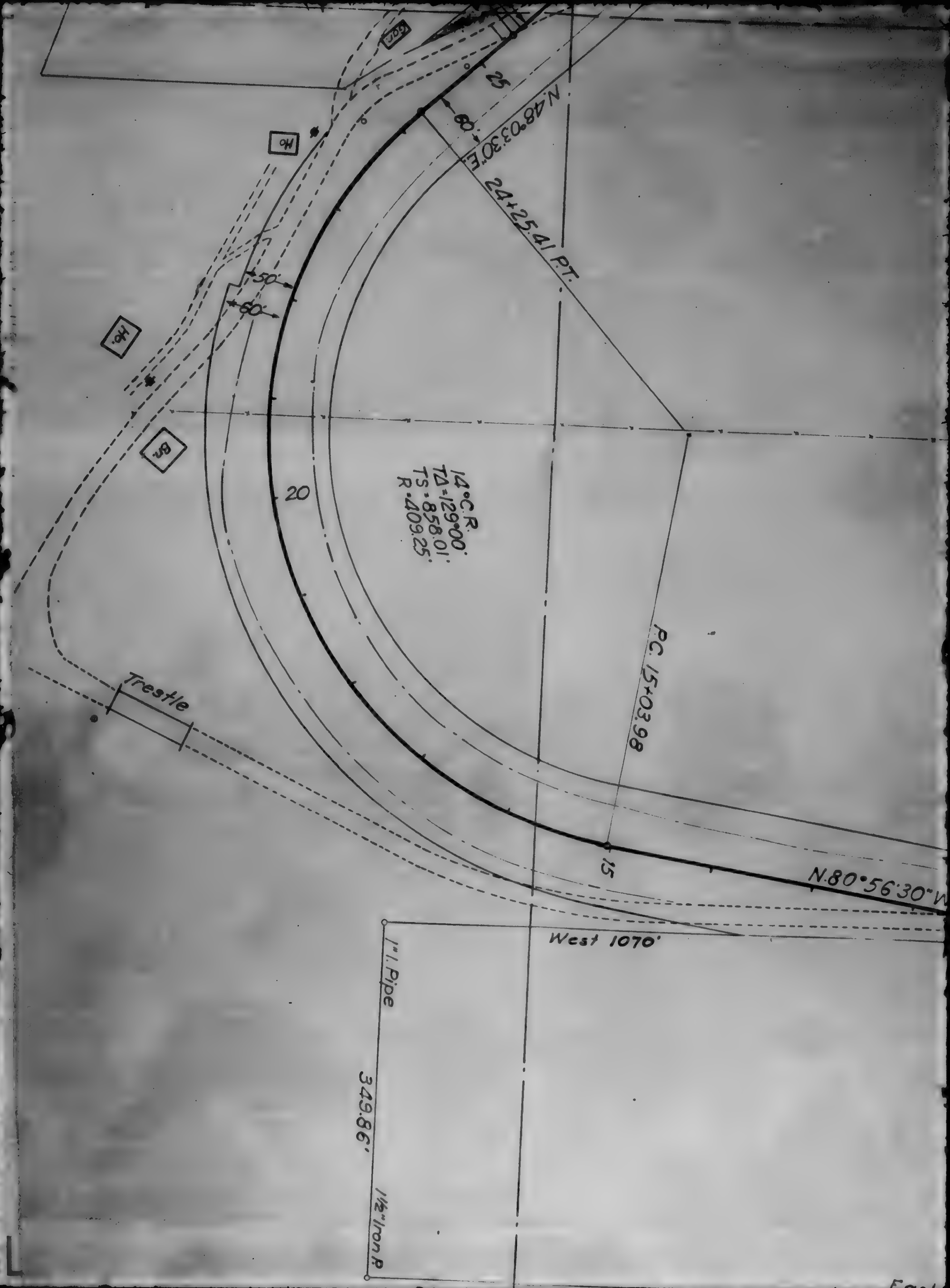
DRG. No. 6B-36-9


Novello Butter, Undivided 2/3 and Evelyn Wilson, Undivided 1/3
Book 163 Pages 297, 298
65+00
65
200'
62+90.00 P.T.
Δ° C.L.
TΔ = 12°
Ts = 150.55'
59+90.00 P.C.
60

55
54+32.50
L


8
35+59.6
Bn.
Bn.
Ho.
Isaac Barklow
3°C.L.
TΔ=30°35'
Lmc=1019.44'
TS=522.18'
Slope
L


Isaac Barklow
3°C.L.
TΔ=30°35'
Lmc=1019.44'
Ts=522.18'
Toe of Slope
Fc. Cor. Fd.
Daniel S. Barklow
15852
25+40.22 P.C.
15851
Fredrick Miller
100'
80'
80'
30
25
60'
N.48°03'30"E.
24+25.41 P.T.
50'
60'
Ho.
Bn.
Gar.



Gar.
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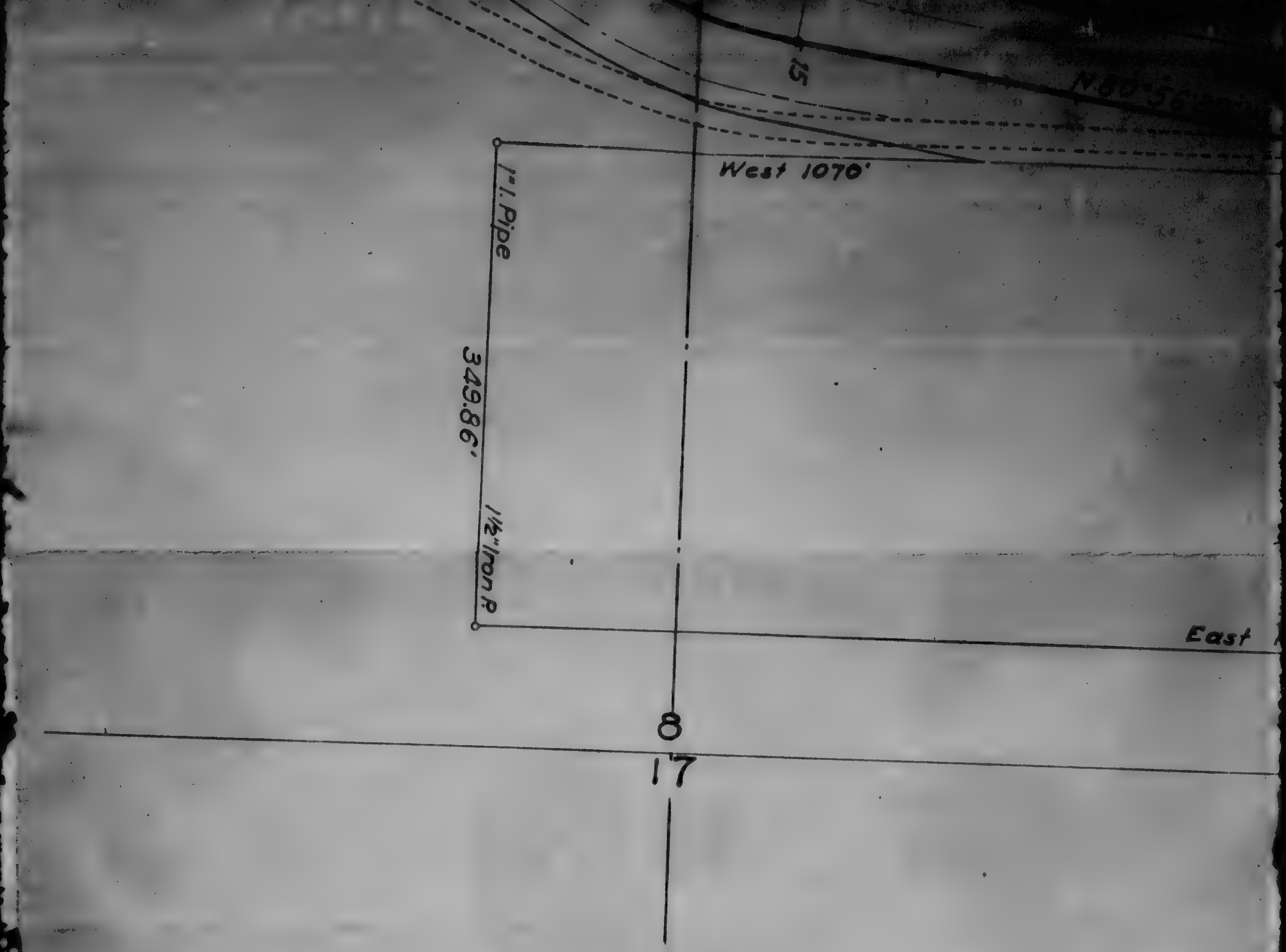
60'
N.48°03'30"E
24+25.41 P.T.
50'
60'
Ho.
Bn.
20
14°C.R.
TΔ=129°00'
TS=858.01'
R=409.25'
P.C. 15+03.98
Trestle
15
N.80°56'30"W
West 1070'
1" I. Pipe
349.86'
1½" Iron P.


N.80°56'
15
West 1070'
1" I. Pipe
349.86'
1½" Iron P.
East
8
17

20-1605 Eugene Traffic Signals 1950
#3237

RECEIVED
FOR FILING

20-1605

3287

Salem, Oregon
February 15, 1951

Mr. Malcolm H. Hawke

In your letter of February 9 you advised that Contract No. 3287, traffic signals in Eugene, reflected an overrun of $1,710.47, on a total authorization of $6,958.60.

The project authorization originally was $6,958.60, but on April 24, 1950 the Highway Commission authorized additional project authorization in the amount of $1,735, one-half of which, of course, was to be paid by the City. You will find this entry on page 24 of the minutes of the Commission meeting held on April 24 and 25.

The final cost is actually $24.53 under the total authorization.

W. C. Williams

WCW:me

cc Mr. R. H. Baldock

FORM E-30 25M 6-50 48288

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 9, 1951

SUBJECT: Contract 3287

To: Mr. W. C. Williams
Ass't. State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Our records indicate that contract No. 3287, for traffic signals in Eugene, was finalled in the month of January with total expenditures of $8,669.07. This reflects an overrun of $1,710.47 on the total authorization of $6,958.60, a ratio of more than 20 per cent.

M. H. Hawke
M. H. Hawke
Auditor

MHH:pf

RECEIVED
JAN 23 1951
FOR FILING

20-16005

3287

OREGON STATE HIGHWAY COMMISSION
(date)
Jan. 19, 1951

3287 (CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3287	3-final	C. & S. Electric

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
52	B-7838	$ 790.75	1/18/51

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. W. Hicklander
ACCOUNTING DIVISION

Specified Completion Date: July 31, 1950

Time Extensions: Extended to Nov. 24, 1950 without penalty

Completion Date: Nov. 22, 1950

Date Accepted: Dec. 19, 1950

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-19-51

To the Accounting Division:

Release of the above warrant is hereby authorized.

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: JAN [illegible]
A. W. Hicklander

NOTED ON CARD
1-22-51

RECEIVED
JAN 8 - 1951
FOR FILING

20-1605

3287

January 3, 1951

Hartford Accident & Indemnity Co.
Hartford 15
Connecticut

NOTED
H. B. GLAISYER

Gentlemen:

Please be advised that State Highway Contract No. 3287, covering installation of Eugene Traffic Signals on the Pacific Highway in Lane County, has been completed by the contractor, C. & S. Electric, and that final payment in the amount of $790.75 will be made on or after January 13, 1951.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

For your information we wish to advise that the total contract amount is $8,113.25, and that no force account work was performed on the job. This contract was completed on November 22 and accepted by the Highway Commission on December 19, 1950.

We are sending you this notice as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tromp & McKinley Agency
43 West Broadway
Eugene, Oregon

NOTED ON CARD

1-3-51 gl

RECEIVED
JAN 8 - 1951
FOR FILING

20-1605

3287

January 2, 1951

C. & S. Electric
1070 Willamette St.
Eugene, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on December 19, 1950, had under discussion your request for an extension of time of 55 days, from September 30 to November 24, 1950, within which to complete your contract No. 3287 covering installation of Eugene Traffic Signals on the Pacific Highway in Lane County.

I am pleased to inform you that the Highway Commission granted your request without penalty. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: K. D. Lytle,
Division Engineer

L. R. Allen,
Resident Engineer

G. S. Paxson

NOTED ON CARD

1-2-51, gl

RECEIVED
DEC 19 1950
FOR FILING

20-1605

3287

December 15, 1950

Request for Extension of Time
No. 12. Last request for
December 19 and 20 meeting.

State Highway Commission

Gentlemen:

Re: Eugene Traffic Signals
Contract No. 3287
C. & S. Electric, Contractor

Herewith copy of an application for a second extension of time, from September 30 to November 24, to complete the installation of the traffic signals at Eugene.

The original contract completion date was July 31, and it was previously extended to September 30 because of delay in getting delivery on the equipment. When the equipment was received, it was found that the pedestrian signals had been broken either in shipment or after receipt. The additional extension of time to and including November 24 covers that period in which the contractor was waiting for new parts for the signals.

It is recommended that the extension be granted without penalty to the contractor. This is a State project and does not require concurrence by the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

Attached

GSP/ds

RECEIVED
AUG 3[illegible] 1950
FOR FILING

20-1605

3287

August 30, 1950

C. & S. Electric
1070 Willamette St.
Eugene, Oregon

Gentlemen:

The State Highway Commission, at its meeting on August 21, 1950, had under discussion your request for an extension of time of 61 days, from July 31 to September 30, 1950, within which to complete your contract No. 3287 covering Eugene Traffic Signals on the Pacific Highway in Lane County.

I am pleased to inform you that the Highway Commission granted your request without penalty. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: K. D. Lytle,
Division Engineer

L. R. Allen,
Resident Engineer

R. A. Reeves

NOTED ON CARD

RECEIVED
AUG 21 1950
FOR FILING

20-1605

3287

August 16, 1950

Request for Extension of Time
No. 9
August 22 and 23 Meeting

Oregon State Highway Commission

Gentlemen:

Re: Eugene Traffic Signals
Contract No. 3287
C. & S. Electric, Contractor

Herewith copy of an application for an extension of time from July 31, 1950, to September 30, 1950 for the completion of the installation of traffic signals on the Pacific Highway in Lane County.

The contractor has done everything that could reasonably be expected of him to secure the special equipment for these signals. It is recommended that the extension be granted without penalty to the contractor.

This is a State Project and the concurrence of the Bureau of Public Roads is not required.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

GSP/ds
cc G. S. Paxson

RECEIVED
APR 25 1950
FOR FILING

50-16.5

3387

4-d

April 21, 1950

State Highway Commission

Gentlemen:

Re: Eugene Traffic Signals
Contract No. 3387

The contract for the Eugene Traffic Signals was awarded on February 23 to the C. & S. Electric Company of Eugene in the amount of $6,326. With engineering and contingencies, the project authorization is $6,958.60.

These traffic signals were designed to operate independently of the traffic signals in the business section of Eugene. The city now wishes to connect the traffic signals to their main controller, so that the lights can be scheduled with lights in the downtown area. The city has verbally advised that they are willing to pay one half the cost of this connection under the same terms as contained in the agreement covering the signal installation.

The connection of these signals to the city system would materially expedite the flow of traffic, and it is recommended that the connection be made. The estimate of cost for this connection is $1,735, which would make the State's share $867.50. If the request is granted, it would be necessary to increase the project authorization by the amount of $1,735, making a total project authorization of $8,693.60.

Very truly yours,

R. H. Baldock
State Highway Engineer

GSP:gm
cc G. S. Paxson

AGENDA
APR 24 1950

4.b

Consider increasing project authorization for Sequoia signal project, in amount $1735.00 to pay for ~~[illegible]~~ interconnecting sig. wiring cable to master control in city hall

City will pay 50% of increase.

S+C

20-16-5

3287

EIVED
1 7 1950
FILING

March 17, 1950

C. & S. Electric
1070 Willamette St.
Eugene, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3287 which was awarded to you on February 23, 1950 by the State Highway Commission, covering installation of traffic signals at Eugene on the Pacific Highway.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 3/17

RECEIVED
MAR 8 1950
FOR FILING

2-.1605

3287

Eugene

March 8, 1950
Salem, Oregon

Resolution re Traffic
Lights in Eugene

Mr. C. S. Paxson
Mr. F. B. Crandall
Mr. M. H. Hanke
Mr. K. D. Lytle

Attached hereto is one unexecuted copy of an agreement with the City of Eugene, providing for the installation of traffic control signals at the following intersections:

Sixth Avenue and High Street,
Seventh Avenue and High Street,
Seventh Avenue and Olive Street.

The original of this agreement has been retained for the Commission's files, and one fully executed copy has been sent to the City Recorder of the City of Eugene, Oregon.

L. H. Warfield
Staff Engineer

LHW:bl
Attach

FORM E-30 15M 8-49 31900

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 7, 1950

SUBJECT:

To: Mr. John W. Cattrall
City & County Relations

Attached hereto, for further handling by you, are five unexecuted copies of an agreement with the City of Eugene, providing for installation of traffic control signals at the following intersections:

Intersection of Sixth Avenue and High Street;
Intersection of Seventh Avenue and High Street;
Intersection of Seventh Avenue and Olive Street.

The original of this agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder of the City of Eugene, Oregon.

Paxson
Crandall
Hanike
Lytle

Secretary

rn

Warfield: I have pulled my copy
jwc
3/7/50

RECEIVED
MAR 7 1950
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
MAR
FOR FILING

FORM E-30
20-1605

3287

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 6, 1950

SUBJECT: State-City Agreement -
Traffic Signal Installation
High Street - Charnelton Street
Section - US99 Eugene
Assignment No. WCW 1623

To: Mr. W. C. Williams

1623

To wipe off this assignment I wish to report that the agreement covering the proposed traffic signal installation at the intersection of High Street with Sixth and Seventh Avenues and at the intersection of Seventh Avenue and Olive Street on US99 in Eugene has been executed by the City. The contract for this installation has been let.

F. B. Crandall
Traffic Engineer

Dead file.

VJ/jlt

ASSIGNMENT

No. 1623

RIPTION: Robert L. May[illegible]tter of 12-29-49 enclosing contract concerning installation of traffic control signals in Eugene

DATE: 12-3-49

ASSIGNED TO: Crandall ✓

☐ Investigation and report to this office
☐ Reply direct with copy to this office
☐ Return with drafted reply
☐ Comment or recommendation and return to this office
☐ Investigation and such action as is necessary
☐ Please prepare reply for my signature
☐ Assignment executed Date ________

XXXXX For city execution—Cattrall will handle, if you so desire. WCW

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

REPORT RECEIVED:

REMARKS: Agreements ret'd. 2-23-50
Letter 3-7-50 mc

E-123 25M 6-49

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

Dec. 29, 1949

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Mr. W. C. Williams
Assistant State Highway Engineer
Office

Dear Mr. Williams:

Enclosed herewith, please find seven copies of a contract drawn by this office concerning the installation of traffic control signals in the City of Eugene. Preparation of these contracts was requested by Mr. F. B. Crandall.

If the agreements meet with the approval of your office, they will be approved for execution by Mr. Devers.

Yours very truly,

J. M. DEVERS

By Robert L May Jr.
ROBERT L. MAY, JR.
Assistant Attorney

RLM:FRC

cc- Mr. F. B. Crandall

NOTED
J. AL HEAD

RECEIVED
FEB 28 1950
FOR FILING

20-1605

3287

February 27, 1950

Memorandum to the Commission

Attached for your approval is the original and one carbon copy of an agreement with the city of Eugene providing for the installation of three traffic signals at an estimated total cost of $8,000. Bids were received on this job on February 7 and the contract was awarded to the low bidder on February 23.

The city of Eugene's check in the amount of $4,000 has been received.

The agreement has been approved by Mr. W. C. Williams, Assistant State Highway Engineer, J. M. Devers, Chief Counsel, and signed by the Mayor and Recorder for the city of Eugene.

Secretary

FAQ:md
Attach.

cc - Floyd Query

RECEIVED
APR 18 1950
FOR FILING

20-1665

3287

AGENDA
MAR 28 1950

February 23, 1950

G. & S. Electric
1070 Willamette
Eugene, Oregon

Re: Contract No. 3287

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for traffic signals in the City of Eugene, Lane County. This award was based on your low bid of $6,326.00 submitted on February 7, 1950.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ts
Enc.

cc - E. D. Smith
S. H. Probert
G. E. Pearson
Goldie Lewis
L. R. White (S.I.A.C.)

GET CONFIRMED

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	X	SERIAL	
DAY LETTER		NIGHT LETTER	

WESTERN UNION

1206

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE

Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE		DEFERRED	
CODE		NIGHT LETTER	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
February 23, 1950
1:00 p.m.

C. & S. Electric
1070 Willamette
Eugene, Oregon

State Highway Commission awarded you today contract for traffic signals in Eugene, Lane County, based on your low bid submitted February 7, 1950. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

V. E. JOHNSON, Mayor

OREN L. KING, City Manager

VED
950
LINC

20-1605

3287

CITY OF EUGENE
OFFICE OF CITY MANAGER
EUGENE, OREGON

FEBRUARY 3, 1950

Eugene
1357W

MR. R. H. BALDOCK,
HIGHWAY ENGINEER,
OREGON STATE HIGHWAY COMMISSION,
SALEM, OREGON.

DEAR MR. BALDOCK:

IN ANSWER TO YOUR LETTER OF FEBRUARY 1, 1950 PERTAINING TO THE THREE ADDITIONAL TRAFFIC SIGNAL INSTALLATIONS AT 6TH AND HIGH, 7TH AND HIGH AND 7TH AND OLIVE STREETS WITHIN THE CITY OF EUGENE, WE AGREE THAT OVERHEAD INSTALLATIONS WILL BE SATISFACTORY AT THE INTERSECTIONS OF 6TH AND HIGH AND 7TH AND HIGH PROVIDED THAT THEY ARE TIED IN WITH OUR SUPERVISORY SYSTEM.

AS OUTLINED IN TELEPHONE CONVERSATION OF THIS DATE WITH MR. WILLIAMS, WE DESIRE TO CHANGE THE OVERHEAD SIGNALLING AT 7TH AND OLIVE TO CORNER SIGNALS, AS THE UNDERGROUND CABLE IS ALREADY INSTALLED ON THE NORTHEAST CORNER OF THIS INTERSECTION. WE FEEL THIS WOULD BE THE BEST SOLUTION IN THAT BY USING CORNER SIGNALS AT 7TH AND OLIVE IT WILL BE MORE CONSISTENT WITH CITY AND HIGHWAY INSTALLATIONS IN THIS AREA AND THE OVERHEAD SIGNALS AT 6TH AND HIGH WILL FIT IN WITH THE REST OF FRANKLIN BOULEVARD INSTALLATIONS WHICH ARE NOW UNDERWAY CONSISTING OF OVERHEAD SIGNALS.

IT IS SATISFACTORY WITH THE CITY OF EUGENE FOR THE HIGHWAY DEPARTMENT TO OPEN BIDS ON THESE PROJECTS FEBRUARY 6TH AND 7TH AFTER WHICH TIME WE WOULD LIKE TO CONFER WITH YOU FURTHER IN AN EFFORT TO COMPLY WITH THE ABOVE RECOMMENDATIONS.

THANKING YOU AGAIN FOR YOUR COOPERATION, I REMAIN

VERY TRULY YOURS,

Oren L. King
OREN L. KING,
CITY MANAGER.

OLK:LG

RECEIVED

FOR FILING

20-1605

3289

1357W
6th - Lin
7th - High
7th - Olive

File

February 1, 1950

Mr. Oren L. King
City Manager
Eugene, Oregon

Dear Mr. King:

Your letter of January 30 relative to traffic signals in Eugene comes as somewhat of a surprise to us, particularly in the light of past history of signal installation in general in the city of Eugene. In prior discussions between representatives of the State and City our impression had been that the overhead type of installation had been accepted as a standard plan, such impression being corroborated by reason of mutually approved signals on Franklin and Broadway, which are of the overhead type, and the project is under contract.

We thoroughly concur in your expression that signals should be uniform and that variation in plan of treatment creates confusion on the part of the motorist. However, the overhead type is much more predominant throughout the entire state highway system, and, in Eugene, signals now in operation and those under contract on Franklin and Broadway will result in 13 signalizations, of which only four would be the old corner type. Going a step further, on the entire route of US99 from state line to state line, we have 95 signalized intersections, of which 80 are the overhead type and only 15 are old-type signals, which will eventually be revised. In the city of Portland signal installation on both city and state-city projects the overhead plan of installation is adhered to.

The signal project in Eugene was advertised on January 20 for opening of bids on February 6-7, and it is too late to recall the project. We will, however, defer an award until we have had time to further discuss this matter with you.

I would, however, urgently recommend that you give approval to the overhead type, particularly in view of the fact that ultimate uniformity on the highway routes through Eugene would require the conversion of only four signals.

If you do approve the overhead type, we would be pleased to have your approval by February 3, so that award could be made at the Commission meeting if a satisfactory bid is received.

We await your further advice in this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:mo

cc Mr. F. B. Crandall

JOHNSON, Mayor

OREN L. KING, City Manager

CITY OF EUGENE
OFFICE OF CITY MANAGER
EUGENE, OREGON

JANUARY 30, 1950

MR. R. H. BALDOCK,
STATE HIGHWAY ENGINEER,
SALEM, OREGON.

DEAR MR. BALDOCK:

WITH FURTHER REFERENCE TO THE TRAFFIC SIGNAL INSTALLATIONS PROPOSED FOR 6TH AND HIGH, 7TH AND HIGH AND 7TH AND OLIVE STREETS IN THE CITY OF EUGENE, WE NOTE THAT YOUR PLANS SHOWN AS EXHIBIT "A" IN THE PROPOSED AGREEMENT CALL FOR OVERHEAD SIGNAL INSTALLATIONS.

WE WOULD LIKE TO ASK YOUR CONSIDERATION IN CHANGING THESE TO CORNER INSTALLATIONS RATHER THAN THE OVERHEAD SYSTEM FOR THE FOLLOWING REASONS:

1. THE CITY OF EUGENE HAS CORNER INSTALLATIONS THROUGHOUT, AND IT IS DESIRABLE TO CONTINUE WITH THIS TYPE OF INSTALLATION TO BE CONSISTENT WITH THE LOCATION PREVIOUSLY USED THROUGHOUT THE CITY. WE FEEL IT WOULD BE CONFUSING TO MOTORISTS TO HAVE CORNER INSTALLATIONS AT SOME INTERSECTIONS AND OVERHEAD INSTALLATIONS AT OTHER INTERSECTIONS.

2. IT IS OUR DESIRE IN THE INSTALLATION OF THESE CORNER SIGNALS TO TIE THEM IN WITH OUR OVER-ALL SUPERVISORY CONTROL SYSTEM.

3. THE CITY HAS ALREADY INSTALLED THE SUPERVISORY CABLE AND THE POWER CABLE FOR THESE INSTALLATIONS AT THE CORNER OF 7TH AND OLIVE WHICH WOULD REDUCE THE COST CONSIDERABLY AT THIS INTERSECTION.

4. IT IS OUR FEELING THAT MAINTENANCE WILL BE REDUCED IF OUR SIGNAL SYSTEM CAN BE KEPT UNIFORM AS WELL AS AN AID TO MOTORISTS IN NOT HAVING TO LOOK TO THE CENTER IN SOME INTERSECTIONS AND TO THE CORNER IN OTHER INTERSECTIONS.

INASMUCH AS THE CITY OF EUGENE AND THE STATE ALREADY HAVE A LARGE INVESTMENT IN THESE CORNER INSTALLATIONS THROUGHOUT THE CITY, IT WOULD SEEM ADVISABLE TO US NOT TO DEVIATE FROM THIS TYPE OF CORNER INSTALLATION FOR THE REMAINING NUMBER OF INTERSECTIONS. IT IS UNDERSTOOD THAT BIDS ARE TO BE OPENED ON THE THREE INTERSECTIONS ABOVE MENTIONED IN THE FEBRUARY COMMISSION MEETING, SO WE ARE WRITING THIS LETTER WITH THE THOUGHT THAT IF THESE INSTALLATIONS CANNOT BE CHANGED PRIOR TO THIS MEETING IT MIGHT BE WELL TO DELAY THE LETTING UNTIL THE MARCH MEETING.

THE CITY COUNCIL HAS APPROVED THE CITY'S PARTICIPATION FOR THESE THREE INSTALLATIONS AND MONEY IS ON HAND FOR THE CITY'S SHARE, BUT WE FEEL THAT IT IS IN THE INTEREST OF BOTH THE CITY AND THE HIGHWAY DEPARTMENT TO MAKE THIS CHANGE EVEN IF IT DOES DELAY THE INSTALLATION A MONTH.

THANKING YOU AGAIN FOR YOUR ASSISTANCE, I REMAIN

VERY TRULY YOURS,

Oren L. King

OREN L. KING,
CITY MANAGER.

OLK:LG

CEIVED
JAN - 6 1950
FOR FILING
FORM E-30X 10M 6-46 22432

[illegible]-1605

3381

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 4, 1950

Eugene

SUBJECT: State-City Agreement
Traffic Signal Installations
US99 - Eugene

1357w To: Mr. J. W. Cattrall
County City Relations Department

NOTED
W. C. WILLIAMS

Attached hereto are seven copies of a State-City agreement covering the proposed traffic signal installations at the intersections of Seventh Avenue and High Street, Sixth Avenue and High Street, and Seventh Avenue and Olive Street in the City of Eugene. Will you please care for the processing of these agreements.

The total cost of the project is estimated to be $8,000. In line with our standard policy, it will be necessary that the City submit its check for $4,000 when returning the signed agreements. There are no parking restrictions included in this installation.

This installation will probably be contracted. It will be appreciated if you will notify this office when the City has returned the signed agreements. It is also desired that this office be furnished with a fully executed copy of the agreement. Mr. Oren King, City Manager, is familiar with this project.

It might be stated that we plan to let the contract for this installation at the February meeting of the Commission. Therefore, it is desired that the execution of these agreements by the City be obtained as soon as possible.

F B Crandall
F. B. Crandall
Traffic Engineer

Attachment

cc - W. C. Williams / Assign. WCW #1623
G. S. Paxson

VJ/jlt

IVED
DEC 15 1949
FOR FILING

20-1605

3287

Eng 49
C
1357W

December 13, 1949

Mrs. Lee V. Smith
Secretary of the P.T.A.
128 Sunshine Acres
Eugene, Oregon

Dear Madam:

The State Highway Commission has authorized traffic lights at Sixth and High Streets and Seventh and High Streets in Eugene. We are now preparing plans in order to call for bids on these signals, and such bids will be received as early as possible after the first of the year.

Inasmuch as the Highway Commission's first scheduled meeting in 1950 is February 6 and 7, that probably will be the date of receiving the bids. If a favorable bid is received, the signals will then be installed as rapidly as a contractor is able to obtain the materials and perform the work.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

RECEIVED
1949
FOR FILING

FORM E-80X 25M 9-49 34598

3399

Eugene

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 12, 1949

To: Mr. J. M. Devers

SUBJECT: Traffic Signals Installation
US99 - Eugene

Attached hereto are 7 copies of our plan and detail sheets for the proposed traffic signal installations on US99 in the city of Eugene. At the present time it is contemplated that the installation of these signals will be let to contract, but it is entirely possible that we may have them installed with our State forces.

Would you kindly prepare 7 copies of a State-City agreement covering the installation of the traffic signals and set forth hereinafter are the points to be included in the agreement.

1. The intersections to be signalized are on the Pacific Highway, Highway No. 1, US99. They are: Seventh Avenue and Olive Street, Sixth Avenue and High Street and Seventh Avenue and High Street. Seventh Avenue is a southbound one-way routing for US99 and Sixth Avenue is a northbound routing for US99 in the City of Eugene.

2. The installation is estimated to cost $8,000.

3. The State shall make or cause the installation to be made in the first instance and shall bill the City for one-half the cost of the installation.

4. The City shall submit its check for one-half the estimated cost ($4,000.) when it returns the signed agreements.

5. The City shall maintain and operate the signal system after the installation has been made provided that the time schedule shall be approved by the State Highway Department.

6. The City shall obtain or grant permission for the contractor to trim a tree in the southwest quadrant of the intersection of Seventh Avenue and High Street, as such tree will interfere with the installation of the signal as well as the visibility of the signals.

At such times as you have prepared these agreements, if you will return all 7 copies to this office, we will check them and subsequently transmit them to Mr. Catrall, for processing by the City, and he in turn will ultimately transmit them to the Commission through Mr. Williams for their signature. The Commission acted upon this matter and approved the installation at their meeting of November 7-8,1949.

F B Crandall

F. B. Crandall
Traffic Engineer

JAH/bw
Attachment
cc - W. C. Williams ✓
J. W. Catrall
G. S. Paxson
Val Johnson

OR FILING

128 Sunshine Acres
Eugene, Oregon
December 9, 1949

Mr. R. H. Baldock
St. Highway Commission
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

We the Executive Committee of the Washington School P.T.A. urge you to hasten the the installation of traffic lights at the intersections of Sixth and High Streets and Seventh and High Streets in Eugene, Oregon because of the extreme danger to the school children in that area.

RECEIVED
DEC 12 1949
OREGON
STATE HIGHWAY COMMISSION

Respectfully yours,
Mrs Lee V. Smith
Secretary of the P.T.A.

RECEIVED
DEC 23 1949
FOR FILING

AGENDA ITEM 4 j-4
NOV. 7-8, 1949

November 18, 1949

Mr. Oren L. King
City Manager
City of Eugene
Eugene, Oregon

Dear Mr. King:

Reference is made to your letter of August 19, 1949, requesting approval of additional traffic control signal installations on Sixth Avenue and Seventh Avenue in your city, routes of the Pacific Highway.

I referred your letter to the State Highway Engineer, Mr. R. H. Baldock, for investigation and report. The investigation was made and his report was rendered to the State Highway Commission at its meeting last week.

You will be pleased to know that the Commission approved the installation of traffic signals at the following locations: Intersection of Sixth and High Street; Seventh and High Street and Seventh and Olive Street, on the condition that the city will pay fifty percent of the costs involved, which are estimated at $8,000.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ts

EIVED
NOV - 1 1949
FOR FILING

Traffic

October 31, 1949

Oregon State Highway Commission

Gentlemen:

We have been advised by Oren King, City Manager of Eugene, that, in order to make the one-way street system function properly on the route of US99 through Eugene, three additional traffic signals are required.

The Traffic Engineer has made an investigation and he advises that traffic signals are necessary for proper protection of traffic at the intersections of 6th Avenue and High Street, 7th Avenue and High Street, and 7th Avenue and Olive Street. The total amount of traffic entering these intersections at the present time is 15,893 at 6th and High, of which 47% enters from the side street; 13,843 at 7th and High, of which 31% enters from the side street; and 17,745 at 7th and Olive, of which 36% enters from the side street.

Considering the heavy traffic in the intersection, coupled with the high proportion entering from the side streets, I recommend that the three signals be installed. The estimated total cost is $8,000, of which cost the State and the City would each share 50%.

This matter will be on the next agenda for your consideration, and I recommend your approval.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:hi
cc Mr. W. C. Williams
Mr. F. B. Crandall

1949

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Eugene

October 20, 1949

Mr. Oren King
City Manager
Eugene, Oregon

Dear Sir:

You have, I believe, discussed with represantatives of our department the desirability of maintaining uniformity in the type of signal installations on the highway through Eugene with particular regard to the intersections at 6th and Willamette, 7th and Willamette, 6th and Olive, and 7th and Charnelton, the aforementioned intersections being of the corner post type installation.

The conversion of the four intersections to overhead vehicular - corner post "WAIT-WALK" and the cost incident thereto is a matter which will have to be taken up with the Highway Commission. In this direction the matter is being placed on the agenda for the next Commission meeting scheduled November 7 next.

Yours very truly,

cc: F. B. Crandall

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FORM E-80 25M 6-49 32602

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

October 20, 1949

SUBJECT: Traffic Signal Conversion
US99 - Eugene

To: W. C. Williams

NOTED
W. C. WILLIAMS

As I indicated to you in recent verbal conversation, some discussion was had with Oren King in Eugene with regard to "remodeling" of some of the signals on our highway route in Eugene for the sake of uniformity. The intersections on our highway route which, in my mind, should be converted, are as follows:

6th and Willamette
7th and Willamette
6th and Olive
7th and Charnelton

With respect to the first two intersections, namely, the two on Willamette, these, as you know, are installations of long standing which were put in as part of the old over-all signal job on Willamette when it was part of our system and which was a state-city cooperative job. The latter two above listed are comparatively recent installations which the city put in purely on their own and without prior consultation with our department and wherein the city paid 100% of installation costs. Notwithstanding the city's failure to consult with our department prior to installation of these two jobs, signalized control is warranted from a traffic standpoint and we probably would have gone along with them on a cooperative job in due course but would have specified the far overhead "WAIT-WALK" set-up.

With the numerous signalized intersections which there will be on our system. in Eugene upon completion of the Franklin Street contract the big majority of our installations will be of the vehicular overhead, corner post "WAIT-WALK" type and conversely, the four intersections hereinabove listed will be in the minority as regards type of installation. In view of this I sincerely believe and would recommend that the four non-standard installations be converted to conform.

As to implementation of the work, prelim estimate of cost of conversion is $1000 per intersection or $4000 to convert the four intersections. This amount ($4000) is approximately the amount which the state would have been "out" had we participated in the two existing installations at 6th and Olive and 7th and Charnelton.

It would be my recommendation that we proceed with conversion of the four intersections listed with the state to pay 100% of the cost, estimate, $4000.

Mr. King was quite anxious to have an early decision on this, in which connection he indicated it was a matter which would have to go before the Commission. I do think it might be in order to send an interim letter of acknowledgment to Mr. King, in which connection I attach suggested draft.

F B Crandall

F. B. Crandall
Traffic Engineer

FBC:LJ
Attachment

CEIVED
OCT 3 1949
FOR FILING

September 30, 1949

Mr. Oren King
City Manager
City of Eugene
Eugene, Oregon

Dear Sir:

This is to advise you that the matter of installing traffic signals at the intersections of 6th and 7th Streets at High, and 7th and Olive Streets was not acted upon at the September meeting of the State Highway Commission but will be referred to the Commission and acted upon at its November 7 meeting.

It would be impossible to legally effect a price agreement with the contractor currently installing signals on Franklin Boulevard and Broadway in Eugene, because the three above-mentioned intersections are outside of the limits of his project. Therefore, it will be necessary to effect a separate contract and agreement covering these three intersections.

If the State Highway Commission gives favorable recommendation at the November meeting, the necessary steps will then be taken to prepare a City-State agreement, each participating equally in the cost of the installation, and every effort will be made to effect completion of this agreement and the letting of the contract at the December, 1949 or January, 1950 meeting of the Highway Commission.

Very truly yours,

R. H. Baldock
State Highway Engineer

By
W. C. Williams
Assistant State Highway Engineer

cc: F. B. Crandall

FORM E-30 25M 6-49 32802

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 28, 1949

SUBJECT: Traffic Signal Installations - Eugene
6th and 7th and High, 7th and Olive

To: Mr. W. C. Williams

Attached is suggested draft of a letter to Oren King, City Manager of Eugene, with regard to the above subject. I trust that this is in accord with our verbal discussion of this date.

J. Al. Head

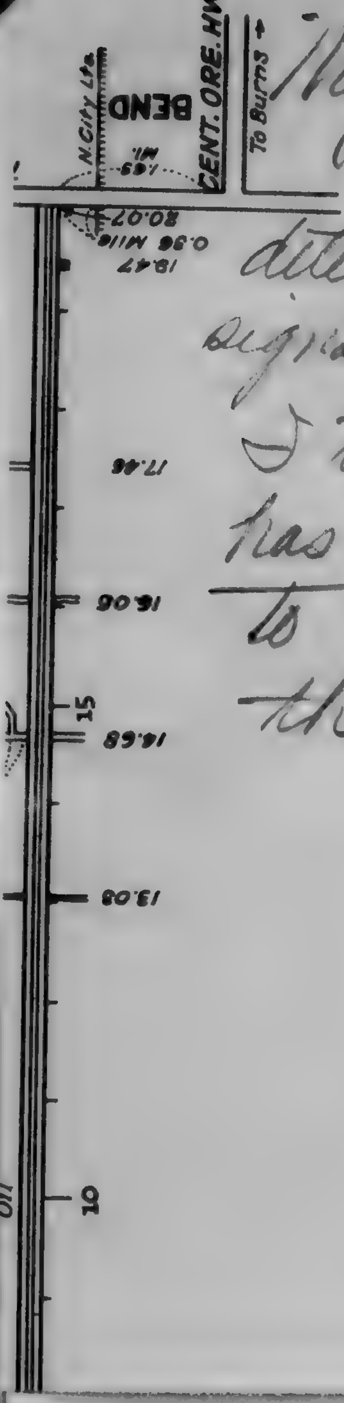
J. Al. Head
Assistant Traffic Engineer

JAH/mah

Attachment

9-26-49

July 1951


BEND
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20.07
19.47
0.36 Mile
17.46
16.06
15
14.68
13.08
10
U11

Mr King City
Mgr Eugene Called
at Head today to
determine if these
signals had been approved.
I told him the subject
has not been referred
to or approved by
the Commission

FORM K-30 20M 8-48 20808

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 13, 1949

SUBJECT: Request for Traffic Signals - US99 - Eugene

To: Mr. W. C. Williams

Mr. Oren King, City Manager of Eugene, addressed a letter to the Highway Commission under date of August 19 last, requesting traffic signal installations at intersection of 6th Avenue (US99) and High Street and also 7th Avenue (US99) and High Street. Subsequent to his letter of request he verbally requested inclusion of a third intersection for consideration, namely 7th Avenue (US99) and Olive Street. The usual investigation has been made with respect to the three intersections and I submit detailed report herewith.

On the basis of investigation made it is recommended that signals be installed at the three above named intersections, such installations to be made on basis of usual State-City cooperation. Total cost of signal installation at the three intersections is estimated at $8,000.

Mr. King cites the fact that we presently have the State-City cooperative signal project on Broadway which is now under contract with W. R. Grasle Company, and it was his thought that if these three additional installations could be approved, we could probably get a pretty good price agreement set-up from Grasle. I sincerely believe the three installations are warranted and concur in Mr. King's thought that it would be good business if we could get approval at the forthcoming Commission meeting.

FBCrandall

F. B. Crandall
Traffic Engineer

NOTED
W. C. WILLIAMS

FBC/mah

Attachment

FORM E-30 25M 6-49 33802

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 30, 1949

SUBJECT: Signal Installations - Eugene
Assignment WCW-1357

To: Mr. W. C. Williams

I have your above indicated assignment which concerns request from Oren King of Eugene for consideration with respect to additional signal installations in Eugene, over and above those already commited and contracted.

Mr. Glaisyer phoned me, on receipt of Oren King's letter of August 19, and gave me a rough sketch of the contents thereof. Following through, I had and we are presently making a field investigation to determine warrant, and will submit report in due course. I might say incidentally that since time of writing of Oren King's letter he called me on the phone and indicated that in addition to the two intersections at 6th and High, and 7th and High, he also would like consideration of a third intersection, at 7th and Olive. We are also including this third intersection in our investigation.

I do not at this writing, of course, have the benefit of field investigation, volume counts, accident experience, etc., however, I can visualize that there is probable warrant for signals at the 6th and 7th crossing of High Street in that it does tend to be the point of transition, so to speak, with our new development tending to make its first connection with the downtown city street grid.

I plan to have report and recommendation in in time for submission and consideration of the Commission at its forthcoming meeting. Presuming a favorable report and approval on the part of the Commission at its next meeting, we could then, and in line with Oren King's thought, ring in any additional installations through an extra work order set-up with Grasle who has the contract for the installations on Franklin.

FB Crandall
F. B. Crandall
Traffic Engineer

FBC/mah

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UG 24 1949
OR FILING

August 23, 1949

Mr. Oren L. King
City Manager
City of Eugene
Eugene, Oregon

Dear Mr. King:

In your letter of August 19, 1949, you inquire as to the possibility of securing two additional traffic control signals at the intersections of 6th and 7th Streets with High Street in your city, the same to be installed by W. R. Grasle Company, who are under contract with the State Highway Commission for the installation of seven signals at other locations.

Due to the fact that considerable expense is involved in these two new installations, it will be necessary to place your request before the State Highway Commission. I am bringing your letter to the attention of Mr. Baldock, State Highway Engineer, for recommendation, and I am sure that he will give it every consideration. You will be advised as soon as final action has been taken.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ee

cc - R. H. Baldock
W. C. Williams
F. B. Crandall

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FOR FILING

COMMISSIONERS

T. H. BANFIELD, CHAIRMAN
PORTLAND

BEN. R. CHANDLER, MEMBER
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
CHIEF COUNSEL

H. B. GLAISYER
SECRETARY

August 23, 1949

Mr. Oren L. King
City Manager
City of Eugene
Eugene, Oregon

REFERRED TO
Mr. Williams
By Chief Engineer

Please advise
me about this.

1257

Dear Mr. King:

In your letter of August 19, 1949, you inquire as to the possibility of securing two additional traffic control signals at the intersections of 6th and 7th Streets with High Street in your city, the same to be installed by W. R. Grasle Company, who are under contract with the State Highway Commission for the installation of seven signals at other locations.

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Due to the fact that considerable expense is involved in these two new installations, it will be necessary to place your request before the State Highway Commission. I am bringing your letter to the attention of Mr. Baldock, State Highway Engineer, for recommendation, and I am sure that he will give it every consideration. You will be advised as soon as final action has been taken.

Respectfully yours,

HBG

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED
W. C. WILLIAMS

HBG:eo

cc - R. H. Baldock
W. C. Williams
F. B. Crandall

NOTED
F. B. CRANDALL

ASSIGNMENT No. 1357

2

opy of

TION: /Oren L. King's letter of 8-19-49 and copy of reply
Mr. Glaisyer (8-23-49) re possibility of securing two additional traffic control signals at intersections of 6th & 7th Streets with High Street

DATE: 8-29-49

ASSIGNED TO: Crandall ✓

xxx☒ Investigation and report to this office
☐ Reply direct with copy to this office
☐ Return with drafted reply
☐ Comment or recommendation and return to this office
☐ Investigation and such action as is necessary
☐ Please prepare reply for my signature
☐ Assignment executed Date ____________
☐ ____________________________

REPORT RECEIVED: 9-28-49 me

REMARKS:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

W

SON, Mayor

OREN L. KING, City Manager

CITY OF EUGENE
OFFICE OF CITY MANAGER
EUGENE, OREGON

August 19, 1949

Oregon State Highway Commission,
State Capitol Building,
Salem, Oregon.

Attention: Mr. H. B. Glaisyer, Secretary

Dear Sirs:

Under agreement dated August 2, 1949 between the State Highway Commission and the City of Eugene, they authorized the installation of a system of traffic control signals on Franklin Blvd. within the City of Eugene as follows.

Intersection of Broadway and Mill Street
Intersection of Broadway and Hilyard Street
Intersection of Franklin Blvd. and 11th Avenue
Intersection of Franklin Blvd. and Onyx Street
Intersection of Franklin Blvd. and Agate Street
Intersection of Franklin Blvd. and Villard Street
Intersection of Franklin Blvd. and Walnut Street

With the opening up of Franklin Blvd., the traffic has increased to such an extent on 6th and 7th that traffic control signals are needed immediately at the intersections of 6th and 7th with High Street.

The City of Eugene would like to include these two intersections with the other seven intersections listed above for traffic signal installation upon a 50-50 basis as soon as possible and we were wondering if it would be possible to include these two intersections with the contract recently awarded to the W. R. Grasle Company for the installation of the seven intersections previously agreed upon.

We will appreciate your opinion on this, and thanking you again for your assistance, I remain

Very truly yours,

Oren L. King

Oren L. King,
City Manager.

OLK:LG

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AUG 2 [illegible]
OREGON
STATE HIGHWAY COMMISSION

ACKNOWLEDGED
H B GLAISYER

CITY OF EUGENE
Office of City Manager
EUGENE, OREGON

August 19, 1949

Oregon State Highway Commission,
State Capitol Building,
Salem, Oregon.

Attention: Mr. H. B. Glaisyer, Secretary

Dear Sirs:

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Intersection of Franklin Blvd. and Walnut Street

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We will appreciate your opinion on this, and thanking you again for your assistance, I remain

Very truly yours,

/s/ OREN L. KING
Oren L. King,
City Manager.

OLK:LG

RECEIVED
JAN 24 1950
FOR FILING

January 20, 1950

Mr. Oren L. King
City Manager
Eugene, Oregon

Dear Sir:

With reference to payment of the City of Eugene's share of traffic signals as per agreement dated August 2, 1949, we are somewhat disturbed that deposit has not previously been made as agreed to in the agreement when executed. As the matter now stands, it is not likely that the signal installation can be completed for another couple of months and the billings will take some little time after that.

We will, therefore, deem it satisfactory if you will submit immediately, and at such future times as money is available, payment on the agreed deposit, with the understanding that the total shall be paid on or before July 15.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

OHNSON, Mayor

OREN L. KING, City Manager

CITY OF EUGENE
OFFICE OF CITY MANAGER
EUGENE, OREGON

JANUARY 18, 1950

NOTED
W. C. WILLIAMS

MR. R. H. BALDOCK,
STATE HIGHWAY ENGINEER,
STATE HIGHWAY COMMISSION,
SALEM, OREGON.

DEAR SIR:

WE HAVE THE AGREEMENT COVERING THE PROPOSED TRAFFIC SIGNAL INSTALLATIONS AT THE INTERSECTIONS OF 7TH AVENUE AND HIGH STREET, 6TH AVENUE AND HIGH STREET AND 7TH AVENUE AND OLIVE STREET IN THE CITY OF EUGENE. BEFORE SIGNING THESE AGREEMENTS WE WOULD LIKE TO HAVE YOUR APPROVAL OF THE FOLLOWING PAYMENT PROGRAM.

1. WE HAVE FUNDS ON HAND AND WILL ENCLOSE CHECK IN THE AMOUNT OF $4,000.00 WITH THE SIGNED AGREEMENT COVERING THE THREE INSTALLATIONS AT 7TH AND HIGH, 6TH AND HIGH AND 7TH AND OLIVE WITH AUTHORIZATION OF THE COMMON COUNCIL OF THE CITY OF EUGENE.

2. WE DO NOT HAVE FUNDS ON HAND TO COVER THE AGREEMENT OF AUGUST 2, 1949 IN THE AMOUNT OF $10,071.42. IT IS REQUESTED THAT PERMISSION BE GRANTED THE CITY TO PAY THIS $10,071.42 AT ANY TIME THAT THE CITY HAS FUNDS AVAILABLE UP TO JULY 15, 1950 BUT NOT LATER THAN JULY 15, 1950. THIS WILL ENABLE US TO BUDGET A PORTION OF THIS PAYMENT IN THE 1950-51 BUDGET IF FUNDS ARE NOT AVAILABLE BETWEEN NOW AND JULY OF THIS YEAR.

THE URGENCY AND NEED OF TRAFFIC SIGNAL INSTALLATIONS AT ALL OF THESE INTERSECTIONS JUSTIFIES OUR POSITION ALONG WITH THE STATE HIGHWAY DEPARTMENT'S THAT THESE INSTALLATIONS BE MADE AS RAPIDLY AS POSSIBLE AND THE FEW MONTHS DELAY IN PAYMENT OF THE CITY'S SHARE IS PARTIALLY INCURRED BY PREVIOUS INSTALLATIONS AT THE INTERSECTIONS OF OLIVE AND 6TH, AND 7TH AND CHARNELTON WHICH WERE PAID FOR OUT OF CITY FUNDS IN THE AMOUNT OF $5,781.93 WITH NO STATE PARTICIPATION, IN AUGUST, 1949.

THANKING YOU AGAIN FOR YOUR COOPERATION, I REMAIN

VERY TRULY YOURS,

Oren L. King

OREN L. KING,
CITY MANAGER.

OLK:LG

S-230(3) Halsey-Crawfordsville Sec., 1950
Halsey-Sweet Home Secon. Hwy.
#3288

RECEIVED FOR FILING

[illegible]

R. H. Baldock

April 2nd, 1951

FINAL COST ANALYSIS
Halsey-Crawfordsville
Pavement Resurfacing

Contract #3288
Contractor - Porter W. Yett

Prefix 122-1044 S-230(3)
Resident Engineer - Darel Rohrbough
Resident Engineer - S. F. Walters

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Emuls. Asphalt in Tack Coat	9.08	Ton	$40.00	$37.45	$340.01	$363.20
Class "B" Asphaltic Concrete	15,758.61	"	6.00	4.85	76,399.41	94,551.66
Material in Shoulders	5,435	Cu. Yd.	1.00	1.56	8,478.60	5,435.00
3/4"-½" Cr. Mat'l. in S.P.	887.770	" "	1.70	1.79	1,585.26	1,509.21
½"-¼" " " " "	3,415.29	" "	1.70	1.73	5,895.43	5,805.99
¼"-0" " " " "	1,840.31	" "	1.70	1.81	3,330.43	3,128.53
PA #1, Emuls. Asphalt in Seal Coat	91.15	Ton	55.00	39.00	3,554.85	5,013.25
PA #1, Aggregate in Seal Coat	637	Cu. Yd.	6.00	3.57	2,274.09	3,822.00
PA #2, Purchase Excess 3/4"-0" Material in Stockpile	572.28	" "	1.70	1.42	812.64	972.88
S.P. Screen Rejects in S.P.	1,077.6	" "	0.25	0.25	269.40	269.40
S.P. Haul Adj. in Favor of Contractor	1,412.87	Yd. Mi.	0.12	0.12	169.54	169.54
					$103,109.66	$121,040.66

Gross Revenue	$121,040.66
Total Cost	103,109.66
Net Profit	$ 17,931.00

Net Profit Equals 14.8% of Gross Revenue

Halsey-Crawfordsville Section
Contract #3288

Detail of Cost

Labor:

Labor & Supervision		$38,149.43	
State Industrial Accident Insurance		762.99	
Social Security		572.24	
Unemployment Compensation Insurance		1,030.03	
			$40,514.69

Materials:

Asphalt in Class "B" Asphaltic Mix	782.26 ton at $20.00	$15,645.20	
Freight on Asphalt	782.26 " " 4.40	3,441.01	
Emulsified Asphalt	100.23 " " 24.04	2,409.53	
Freight on Emulsified Asphalt	100.23 " " 4.40	441.01	
3/4"-½" Cr. Gravel Purchased & Stockpiled by Harrisburg Sand & Gravel Co.	477.39 cu. yd. at $2.10	1,002.52	
½"-¼" Cr. Gravel Purchased & Stockpiled by Harrisburg Sand & Gravel Co.	968.25 " " " 2.50	2,420.63	
¼"-0" Cr. Gravel Purchased & Stockpiled by Harrisburg Sand & Gravel Co.	664.06 " " " 2.50	1,660.15	
¼"-0" Cr. Gravel Purchased from Sweet Home Sand & Gravel Co. and Hauled by Contractor	2,069 " " " 1.00	2,069.00	
Muck Sand Purchased and Hauled by Sweet Home Sand & Gravel Co.	199 " " " 2.68	533.32	
Local Property & Royalty Exp. for Material		1,130.00	
			30,752.37

Equipment Rentals & Misc. Supplies:

Equipment Rental	$16,058.99	
Gas, Oil & Grease	7,764.00	
Bond	726.24	
Small Tools & Misc. Supplies	496.98	
Move In, Freight & Cartage	2,450.00	
P.L. & P.D. Insurance	381.43	
Office & General Overhead	3,817.36	
P.U.C.	147.60	
		31,842.60

Total Cost $103,109.66

Halsey-Crawfordsville
Contract #3288

Remarks:

This was a "Federal Aid Project" for pavement resurfacing of 9.30 miles of highway on the Halsey-Crawfordsville Section of the Halsey-Sweet Home Secondary Highway in Linn County. The contract was bid February 7th, 1950, awarded March 3rd, 1950, and the project was completed November 13th, 1950.

The contractor started to move in his rock crushing plant at M.P. 9.42 May 2nd, 1950, started setting up plant May 15th, and began crushing May 26th, 1950, completed the crushing July 26th, 1950. A total of 25,296 cu. yd. of material was crushed in 435 operating hours for an average of 58 cu. yd. per hour. Of this total of crushed gravel, 4,279 cu. yd. was crushed for the Brownsville city project, as the contractor had the contract for that project also. The gravel in the state-owned bar was depleted, and the contractor bought 2,110 cu. yds. from the Harrisburg Sand & Gravel Co. and 2,267 cu. yds. of crushed gravel from the gravel company in Sweet Home.

The contractor moved in a 3,000-lb. batch paving plant on June 30th, 1950, and a small crew of 3 to 4 men began setting up plant. This setup was completed July 21st. Paving operations started July 27th, and were completed August 23rd, on this project, and the Brownsville city street project was completed August 26th, 1950. A total of 17,166.29 tons of Class "B" asphaltic concrete was produced in a total of 191 hours for an average of 90 tons per hour. This material was hauled with an average of five 8 cu. yd. trucks. Other equipment used was one Barber-Greene paver, two rollers, one grease truck. The paving crew consisted of 6 men at the plant and 5 men on street work.

The 3/4"-0" shoulder material was loaded from stockpile with a 3/4 cu. yd. shovel into five 8 cu. yd. trucks and hauled to the road. The material was bladed into position with a #11 cat blade.

The emulsified asphalt in the seal coat was placed in two days. The paving asphalt and the emulsified asphalt were purchased in Portland and hauled with the contractor's insulated tank transports to the job.

The contractor had good bid prices, good equipment and supervision, resulting in a good profit for both projects.

E. H. Clymer
Chief Cost Analyst

By . . George Kayser

FOR FILING

W. C. Williams

April 2nd, 1951

FINAL COST ANALYSIS
Halsey-Crawfordsville
Pavement Resurfacing

Contract #3288
Contractor - Porter W. Yett

Prefix 122-1044 S-230(3)
Resident Engineer - Darel Rehrbough
Resident Engineer - S. F. Walters

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Emuls. Asphalt in Tack Coat	9.08	Ton	$40.00	$37.45	$340.01	$363.20
Class "B" Asphaltic Concrete	15,758.61	"	6.00	4.85	76,399.41	94,551.66
Material in Shoulders	5,435	Cu. Yd.	1.00	1.56	8,478.60	5,435.00
3/4"-½" Cr. Mat'l. in S.P.	887.770	" "	1.70	1.79	1,585.26	1,509.21
½"-¼" " " " "	3,415.29	" "	1.70	1.73	5,895.43	5,805.99
¼"-0" " " " "	1,840.31	" "	1.70	1.81	3,330.43	3,128.53
PA #1, Emuls. Asphalt in Seal Coat	91.15	Ton	55.00	39.00	3,554.85	5,013.25
PA #1, Aggregate in Seal Coat	637	Cu. Yd.	6.00	3.57	2,274.09	3,822.00
PA #2, Purchase Excess 3/4"-0" Material in Stockpile	572.28	" "	1.70	1.42	812.64	972.88
S.P. Screen Rejects in S.P.	1,077.6	" "	0.25	0.25	269.40	269.40
S.P. Haul Adj. in Favor of Contractor	1,412.87	Yd. Mi.	0.12	0.12	169.54	169.54
					$103,109.66	$121,040.66

Gross Revenue	$121,040.66
Total Cost	103,109.66
Net Profit	$ 17,931.00

Net Profit Equals 14.8% of Gross Revenue

NOTED
W. C. WILLIAMS

Halsey-Crawfordsville Section
Contract #3288

Detail of Cost

Labor:

Labor & Supervision		$38,149.43	
State Industrial Accident Insurance		762.99	
Social Security		572.24	
Unemployment Compensation Insurance		1,030.03	
			$40,514.69

Materials:

Asphalt in Class "B" Asphaltic Mix	782.26 ton at $20.00	$15,645.20	
Freight on Asphalt	782.26 " " 4.40	3,441.01	
Emulsified Asphalt	100.23 " " 24.04	2,409.53	
Freight on Emulsified Asphalt	100.23 " " 4.40	441.01	
3/4"-½" Cr. Gravel Purchased & Stockpiled by Harrisburg Sand & Gravel Co.	477.39 cu. yd. at $2.10	1,002.52	
½"-¼" Cr. Gravel Purchased & Stockpiled by Harrisburg Sand & Gravel Co.	968.25 " " " 2.50	2,420.63	
¼"-0" Cr. Gravel Purchased & Stockpiled by Harrisburg Sand & Gravel Co.	664.06 " " " 2.50	1,660.15	
¼"-0" Cr. Gravel Purchased from Sweet Home Sand & Gravel Co. and Hauled by Contracter	2,069 " " " 1.00	2,069.00	
Muck Sand Purchased and Hauled by Sweet Home Sand & Gravel Co.	199 " " " 2.68	533.32	
Local Property & Royalty Exp. for Material		1,130.00	
			30,752.37

Equipment Rentals & Misc. Supplies:

Equipment Rental		$16,058.99	
Gas, Oil & Grease		7,764.00	
Bond		726.24	
Small Tools & Misc. Supplies		496.98	
Move In, Freight & Cartage		2,450.00	
P.L. & P.D. Insurance		381.43	
Office & General Overhead		3,817.36	
P.U.C.		147.60	
			31,842.60
Total Cost			$103,109.66

Halsey-Crawfordsville
Contract #3288

Remarks:

This was a "Federal Aid Project" for pavement resurfacing of 9.30 miles of highway on the Halsey-Crawfordsville Section of the Halsey-Sweet Home Secondary Highway in Linn County. The contract was bid February 7th, 1950, awarded March 3rd, 1950, and the project was completed November 13th, 1950.

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The 3/4"-0" shoulder material was loaded from stockpile with a 3/4 cu. yd. shovel into five 8 cu. yd. trucks and hauled to the road. The material was bladed into position with a #11 cat blade.

The emulsified asphalt in the seal coat was placed in two days. The paving asphalt and the emulsified asphalt were purchased in Portland and hauled with the contractor's insulated tank transports to the job.

The contractor had good bid prices, good equipment and supervision, resulting in a good profit for both projects.

E. H. Clymer
Chief Cost Analyst

By . . George Kayser

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1 - 1951
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8230(3)

OREGON STATE HIGHWAY COMMISSION
(date)
Feb. 27, 1951

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3288	6-final	Porter W. Yett

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
2630	B-10391	$ 3,631.20	2/26/51

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

H. W. Wiklander
ACCOUNTING DIVISION

Specified Completion Date: Sep. 30, 1950

Time Extensions: Extended to Nov. 13, 1950 without penalty

Completion Date: Nov. 13, 1950

Date Accepted: Jan. 23, 1951 ✓

Penalties: None of record ✓

Claims: None of record ✓

Remarks:

Date: 2-28-51

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:
A. A. Wiklander

NOTED ON CARD
2-27-51

RECEIVED
FEB 7 1951
FOR FILING

8-23a(3)

3288

February 7, 1951

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

Please be advised that State Highway Contract No. 3288, for resurfacing on the Halsey-Crawfordsville Section of the Halsey-Sweet Home Secondary Highway in Linn County, has been completed by the contractor, Porter W. Yett, and that final payment in the amount of $3,631.20 will be made on or after February 17, 1951.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

For your information the total amount of the contract is $121,040.66, and no force account work was performed on the job. This contract was completed on November 13, 1950 and accepted on January 23, 1951, by the Highway Commission.

We are sending you this notice as your Company is surety on the bond furnished by the above contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tate, Westenfelder & Berg, Inc.
Wilcox Building
Portland 4, Oregon

NOTED ON CARD

RECEIVED
FEB 5 1951
FOR FILING

S-230 (3)

3288

February 1, 1951

Mr. Porter W. Yett
6500 N. E. Ainsworth St.
Portland 13, Oregon

Dear Sir:

The State Highway Commission, at its meeting held on January 23, 1951, had under discussion your request for an extension of time of 44 days, from September 30 to November 13, 1950, within which to complete your contract No. 3288 for resurfacing on the Halsey-Crawfordsville Section of the Halsey-Sweet Home Secondary Highway in Linn County.

I am pleased to inform you that the Highway Commission granted your request without penalty. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: F. D. Mason,
Division Engineer

S. F. Walters,
Resident Engineer

N. G. Smith

NOTED ON CARD

RECEIVED
JAN 3 - 1951
FOR FILING

8-230(3)

3288

December 29, 1950

Request for extension of time
No. 3
January 23 and 24 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Porter W. Yett for an extension of time on Contract No. 3288, Halsey-Crawfordsville Section, from September 30, 1950 to November 13, 1950.

The contractor completed all of the paving on this project within the specified time limit, and the time extension requested is to cover the stock pile of maintenance materials.

The contractor was held up by extremely high water over the gravel deposit, which delayed the start of the project. There has been no inconvenience to the traveling public or to the State, and I recommend the extension without penalty. Mr. T. M. Davis of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.
cc Mr. W. C. Williams
Mr. H. G. Smith

hi

RECEIVED
DEC 1 8 1950
FOR FILING

S 230 (3)

December 13, 1950

Mr. T. M. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sirs:

On October 20, 1950 we wrote you requesting an extension of time on Contract No. 3288, Halsey-Crawfordsville Section of the Halsey-Sweet Home Secondary Highway, Ore. S-230 (3) from September 30, 1950 to October 20, 1950 to Porter W. Yett.

On October 20 we again wrote you advising you that this project would not be completed by October 20, and at the time of completion we would again request concurrence of this extension of time.

This project was completed on November 13, 1950, and we would now request your concurrence from September 30, 1950 to November 13, 1950 without penalty in accordance with the information provided in our letter of October 18.

Very truly yours,

R. H. Baldock
State Highway Engineer

By:

W. W. Stiffler
Assistant State Highway Engineer

cc: H. G. Smith

RECEIVED
NOV 29 1950
FOR FILING

8-230(3)

3288

November 28, 1950

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Porter W. Yett on contract No. 3288, for resurfacing on the Halsey-Crawfordsville Section of the Halsey-Sweet Home Secondary Highway in Linn County. This payment, in the amount of $7,263.82, will be made on or after December 8, 1950. The retained percentage is $3,631.22.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tate, Westenfelder & Berg, Inc.
Wilcox Building
Portland 4, Oregon

NOTED ON CARD

11-29-50

RECEIVED
NOV 21 1950
FOR FILING

S-230 (3)

November 17, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was completed on November 13, 1950 on Contract No. 3208, Halsey-Crawfordsville Section, in connection with Federal Aid Project No. S-230 (3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

cc: John Cattrall
[redacted]

Form E-1—5M—3-50

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Nov. 18, 1950, 19

Section Halsey-Crawfordsville	Kind of work Pavement Resurfacing
Highway Halsey-SweetHome	Section prefix 122-1044
Contractor Porter W. Yett	Contract number 3288
Date of contract March 3, 1950, 19	Date of completion Sept. 30, 1950, 19
Date work started May 16, 1950, 19	Estimated date of completion Nov. 15, 1950, 19
Amount of contract $113,010.00	Per cent of time elapsed 132 %

Estimated cost of completed project, exclusive of engineering . . . . $ 128,112.68

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date $7800, 6.9 % Date project was completed Nov. 13, 1950, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed stockpiles at Halsey Monday. Crew measured piles and quantities have been figured. Semi-Final will be completed Monday and records shipped to Salem Tuesday. or Monday

******* FINAL REPORT********

NOTED
R. H. [illegible]

RECEIVED
NOV 20 [illegible]
OFFICE OF
CONSTRUCTION ENGINEER

Signed S. T. Walter

Address ALBANY

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		9.3			9.3
Miles partially completed					
Miles completed		9.3			9.3
Total estimated quantities		6,100	6,500		15,800
Estimated quantities moved or placed to date		5435	7793		15759
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants 1

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	Fair		
Tuesday	Rain		
Wednesday	Rain storm		
Thursday	" "		
Friday	" "		
Saturday			

S-230(3)

#3288

CROSS REFERENCE SHEET

Name or Subject | **File No.**

Regarding Investigation re: desirability of including in our specifications an asphalt adjustment on projects involving asphaltic concrete pavement. Prompted by Mr. T. M. Davis' remarks on the contract on the Halsey-Crawfordsville Highway. (Wherein the asphaltic content used was less than 4%.)

Date 11/1/50
11/15/50

SEE

Name or Subject CONSTRUCTION
Standards

File No.

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves should be filed under name or subject after "SEE."

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OCT 23 1950
FOR FILING

8-230(3)

October 20, 1950

Mr. T. M. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

On October 18 we wrote you requesting an extension of time on Contract No. 3288, Halsey-Crawfordsville Section, Ore. S-230 (3) from September 30, 1950 to October 20, 1950.

It is now apparent that the Contractor will not finish this job by October 20 and rather than submit two requests for time extensions, we will ask that you hold our request for concurrence in abeyance until this project is completed. At that time we will again request your concurrence in this request.

Very truly yours,

R. H. Baldock
State Highway Engineer

By:

W. C. Williams
Assistant State Highway Engineer

cc: E. G. Smith

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OCT 19 1950
FOR FILING

S230 (3)

328

October 18, 1950

Mr. T. M. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time on Contract No. 3288, Halsey-Crawfordsville Section, Ore. S-230 (3) from September 30, 1950 to October 20, 1950 to Porter W. Yett, Contractor.

The contractor has completed all of the paving on this project within the specified time limit, and the additional extension requested is to complete the stockpiling of the maintenance materials. The contractor was held up by extremely high water over gravel deposit which necessitated the delay starting the project. There has been no inconvenience to the traveling public nor to the State, and I would recommend the extension without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By:

W. C. Williams
Assistant State Highway Engineer

cc: H. G. Smith

RECEIVED
[illegible] 1950
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S-220(8)

2288

2083

File

August 16, 1950

For additional correspondence
See road.
Spec. & Plans.

Mr. T. M. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Relative to asphalt content in asphaltic concrete being placed on the Halsey-Crawfordsville Section, you are advised that an immediate investigation was made as soon as the first field mix samples were obtainable. I am advised by Mr. Harra, who, during the illness of Mr. Finkbiner, is acting head of the Materials Department, that this mix has plenty of asphalt and that it is a combination of circumstances which enables a satisfactory mix to be made with a low asphaltic content. Mr. Harra has submitted a comprehensive report on this particular job, and I attach hereto a copy of the report.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

Encl.

REPORT ON LOW PER CENT ASPHALT CONTENT

HALSEY-CRAWFORDSVILLE SECTION

After analysis of the first two field mix samples of the asphaltic concrete, materials were obtained from the aggregate bins at the contractor's plant and combined in the laboratory in the same percentage proportion as shown by the analysis of the field specimens. This check indicated that 3.5% asphalt by weight could produce a satisfactory asphaltic concrete mix.

Predication of quality of an asphaltic concrete pavement mixture based on per cent by weight of the asphaltic cement contained is commonly misleading and is not a basis for calculation of design. The volume ratio of asphalt to the void content of the total aggregate should be a basic factor to consider. In other words the volume of asphalt in a paving mixture has far more significance than the weight of asphalt contained therein. True evaluation is made only by consideration of significant factors as specific gravity of the aggregates, gradation of the aggregate mixture, unit weights of both the mixture and critical components, surface area involved, and the voids in the total aggregate which are to be partially filled by asphalt. To illustrate, 2.6 specific gravity has commonly been considered as a base figure for an aggregate mixture, thus one of 2.73 specific gravity with grading and voids the same as one of gravity of 2.60 would require only 95 per cent as much asphalt by weight to result in like volumes of asphalt. Also since the #10-0 fraction of an aggregate mixture of our B-Mix grading determines to the greatest extent the amount of asphalt required, 65 per cent by empirical formula, it is well to consider the effect differences in unit weights of this fraction would have upon asphalt content in different aggregate mixtures. This #10-0 fraction may vary in type from a silty bank sand to entirely crushed rock or gravel with variations in unit weights from 80# to 110# or more. Disregarding all other factors, consider two mixes where the difference in aggregates would be in the unit weights of the so-called sand fraction. If 6% happened to be the proper asphalt content for a mix having a unit weight of 80 pounds for the sand portion, then .65 x 6.0 = 3.9% would be the asphalt used in the mortar, leaving 2.1% for coating the coarse fraction and void filling. In the other mix with manufactured fines where the #10-0 part weighed 110# per cubic foot and the same quantity of asphalt was used it would be expressed in per cent as only .73 of 3.9 or 2.85 per cent, so 2.1 + 2.85 = 4.95% in the total mix, which would be the same quantity of asphalt as 6 per cent in the mix having sand of 80 pounds per cubic foot.

In the final analysis there is so much aggregate surface to be coated and a definite amount of void space to be filled, in reality only partially in best design, so the quantity of asphalt required is not a function of weight but one of volume.

(sgd) G. W. Harra

FORM E-30 25M 7-47

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 15, 1950

SUBJECT:

To: H. C. Smith
Construction Engineer
Office

Relative to our recent conversation in regard to low per cent asphalt content by weight of the Brownsville Job, Prefix No. 122-1044, I would like to offer the following:

After analysis of the first two field mix samples of the asphaltic concrete, materials were obtained from the aggregate bins at the contractor's plant and combined in the laboratory in the same percentage proportion as shown by the analysis of the field specimens. This check indicated that 3.5% asphalt by weight could produce satisfactory asphaltic concrete mix.

Predication of quality of an asphaltic concrete pavement mixture based on per cent by weight of the asphaltic cement contained is commonly misleading and is not a basis for calculation of design. The volume ratio of asphalt to the void content of the total aggregate should be a basic factor to consider. In other words the volume of asphalt in a paving mixture has far more significance than the weight of asphalt contained therein. True evaluation is made only by consideration of significant factors as specific gravity of the aggregates, gradation of the aggregate mixture, unit weights of both the mixture and critical components, surface area involved, and the voids in the total aggregate which are to be partially filled by asphalt. To illustrate, 2.6 specific gravity has commonly been considered as a base figure for an aggregate mixture, thus one of 2.73 specific gravity with grading and voids the same as one of gravity of 2.60 would require only 95 per cent as much asphalt by weight to result in like volumes of asphalt. Also since the #10-0 fraction of an aggregate mixture of our B-Mix grading determines to the greatest extent the amount of asphalt required, 65 per cent by empirical formula, it is well to consider the effect differences in unit weights of this fraction would have upon asphalt content in different aggregate mixtures. This #10-0 fraction may vary in type from a silty bank sand to entirely crushed rock or gravel with variations in unit weights from 80# to 110# or more. Disregarding all other factors, consider two mixes where the difference in aggregates would be in the unit weights of the socalled sand fraction. If 6% happened to be the proper asphalt content for a mix having a unit weight of 80 pounds for the sand portion, then .65 x 6.0 = 3.9% would be the asphalt used in the mortar, leaving 2.1% for coating the coarse fraction and void filling. In the other mix with manufactured fines where the #10-0 part weighed 110# per cubic foot and the same quantity of asphalt was used it would be expressed in per cent as only .73 of 3.9 or 2.85 per cent, so 2.1 + 2.85 = 4.95% in the total mix, which would be the same quantity of asphalt as 6 per cent in the mix having sand of 80 pounds per cubic foot.

In the final analysis there is so much aggregate surface to be coated and a definite amount of void space to be filled, in reality only partially in best design, so the quantity of asphalt required is not a function of weight but one of volume.

G. W. Harra
G. W. HARRA
Assistant Engineer of Materials

cc: W. C. Williams
GWH:j

FORM E-30 25M 5-50 40300

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 11th, 1950

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Sir:

In regard to Assignment #2083, asphalt content on the Halsey-Crawfordsville Section.

I have discussed this with Mr. Harra, and he advises that the mix has plenty of asphalt, and that it is a combination of circumstances which enables a satisfactory mix to be made with this low content. He states that the material is unusually heavy and the gradation such that it is impossible to use more asphalt. He will send in a written report.

I have examined the project twice without, of course, knowing it was supposed to have an asphalt deficiency, but there is nothing in the appearance of the job which would lead one to suspect that the asphalt is in any way deficient.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

1950 **ASSIGNMENT**

No. [illegible]
By [illegible]

ion: T. M. Davis' letter of August 9 regarding asphaltic
crete on Project S-230 (3), Halsey-Crawfordsville

Acknowledged by _____ Referred to ___Smith ✓___________

Investigate and report with recommendation
xx Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ______________ signature

Assignment executed 8-14-50 Report received ________
me

PLEASE RETURN TO
W. G. WILLIAMS
FOR FILING

Remarks:

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX [illegible]
PORTLAND 8, OREGON

August 9, 1950

[illegible]
W. C. WILLIAMS
FOR FILING

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

An analysis of 9 extraction test reports covering asphaltic concrete on Project S 230(3), Halsey-Crawfordsville, furnishes the following information:

Maximum	asphalt	cement	content	4.2%
Minimum	"	"	"	3.4%
Average	"	"	"	3.8%

We believe the indicated asphalt content to be dangerously low even under ideal conditions of climate and aggregate grading neither of which prevail on this project. A full statement justifying your reasons for use of such a lean mixture is requested.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

NOTED
W. C. WILLIAMS

RECEIVED
FOR FILING

Department of Commerce
BUREAU OF PUBLIC ROADS
~~PUBLIC ROADS ADMINISTRATION~~
~~FEDERAL WORKS AGENCY~~
DIVISION EIGHT

~~ALASKA~~
MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

May 22, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon S 230(3)
Halsey-Crawfordsville

Dear Sir:

We are forwarding herewith for your files an executed copy of the project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: LJCaufield
L. J. Caufield
Principal Highway Engineer

Encl.

CPR8 26

State Oregon

Federal-aid Secondary Project No. S-230(3)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 18th day of May, 1950, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 15th day of March, 1949, a program, which was approved on the 8th day of July, 1949, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 20th day of January, 1950; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of sixty-seven thousand and 00/100 dollars ($67,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 0+12 on the line between Section 36, T. 13 S., R. 4 W., and Section 1, T. 14 S., R. 4 W., W.M., and survey station 595+00 in the NW 1/4, Section 11, T. 14 S., R. 2 W., W.M., excepting portions between stations 70+71 and 71+28, between stations 138+99 and 139+75, between stations 164+13 and 164+70, and between stations 799+51.05 = 815+04.2 and 785+48.7, length 9.294 miles, in Linn County,

being Oregon Federal-aid / Secondary project No. S-230(3), consisting of 9.294 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~or a mile in length~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

15—11870-1

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of sixty-seven thousand and 00/100 dollars ($67,000.00); which does not exceed the authorized Federal pro rata share of one hundred twelve thousand, one hundred fifty-six and 00/100 dollars ($112,156.00), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

RECOMMENDED FOR APPROVAL

STATE HIGHWAY ENGINEER

Attest

SECRETARY

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Ben R Chandler
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By M.K. McIver
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By
Division Engineer,
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 16—11379-2

RECEIVED
MAY 19 1950
DISTRICT

RECEIVED
MAY 19 1950

RECEIVED
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April 21, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate as basis for project agreement for the Halsey-Crawfordsville Section, Project No. S-230 (3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWW:gm

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-230 (3)

HALSEY-CRAWFORDSVILLE SECTION OF THE
HALSEY-SWEET HOME SECONDARY HIGHWAY IN LINN COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 7, 1950

Type Code 620

Roadway (Sta. 0+12 to 299+51.05 = 845+04.2) (Sta. 786+48.7 to 593+00)

48	tons	Emulsified Asphalt in Tack Coat	$40.00	$ 1,920.00
15,800	tons	Class "B" Asphaltic Concrete	6.00	94,800.00
5,000	cu. yds.	3/4" - 0" Material in Shoulders	1.00	5,000.00
120	M-gal.	Sprinkling	2.00	240.00
		Subtotal		$101,960.00
		10% Engr. & Cont.		10,196.00
		Total		$112,156.00

Length of Roadway	9.294 miles
Length of Bridges (Exception)	.036 mile
Total Length	9.330 miles
Cost per mile, Roadway	$12,067.57

Federal Secondary Funds- -	$ 67,000.00
State Funds- -	45,156.00
	$112,156.00

State Funds for Constr: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maint.: Chap. 529, laws 1939

Small plans [illegible]
sent [illegible]
Sheet 1 – 13 revised
1/19

January 17, 1950

Mr. T. M. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate and four copies of right of way statement to accompany plans and specifications for the Halsey-Crawfordsville Section, Project No. S-230 (3).

Six bid proposals, one marked to show revisions and six blue line prints each of plan sheets numbers 2 and 14 are being sent under separate cover. There is no change in the other plan sheets, copies of which were sent to you last month.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN:gs

Encl.

HALSEY-CRAWFORDSVILLE SECTION

PROJECT NO. S-230 (3)

While negotiations for rights of way are in progress two parcels have not been acquired nor has the right to occupy and use these parcels been secured, but it is now believed all necessary rights of way or rights of entry can be made fully available within eighteen days.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

January 17, 1950

Oregon State Highway Department

Federal Aid Secondary
Project No. S-230 (3)

HALSEY-CRAWFORDSVILLE SECTION OF THE
HALSEY-SWEET HOME SECONDARY HIGHWAY IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, January 17, 1950

Type Code 6201

Roadway (Sta. 0+12 to 299+51.05 = 845+04.2)(Sta. 786+48.7 to 593+00)

48	tons	Emulsified Asphalt in Tack Coat	$42.00	$ 2,016.00
15,800	tons	Class "B" Asphaltic Concrete	6.25	98,750.00
5,000	cu. yds.	3/4" - 0" Material in Shoulders	2.75	13,750.00
120	M-gal.	Sprinkling	2.50	300.00
			Subtotal	$114,816.00
			10% Engr. & Cont.	11,481.60
			Total	$126,297.60

Length of Roadway	9.294 miles
Length of Bridges (Exception)	.036 mile
Total Length	9.330 miles
Cost per mile, Roadway	$13,589.15

Federal Secondary Funds- -	$ 72,000.00
State Funds- -	54,297.60
	$126,297.60

Oregon State Highway Department

Federal Aid Secondary
Project No. S-230 (3)

HALSEY-CRAWFORDSVILLE SECTION OF THE
HALSEY-SWEET HOME SECONDARY HIGHWAY IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, November 25, 1949

Type Code 6211

Roadway (Sta. 0+12 to 299+51.05 = 8.5+04.2)(Sta. 786+48.7 to 593+00)

46	tons	Emulsified Asphalt in Tack Coat	$42.00	$ 1,932.00
15,200	tons	Class "B" Asphaltic Concrete	6.25	95,000.00
6,200	cu. yds.	3/4" - 0" Material in Shoulders	2.75	17,050.00
150	M-gals.	Sprinkling	2.50	375.00
			Subtotal	$114,357.00
			10% Engr. & Cont.	11,435.70
			Total	$125,792.70

Length of Roadway	9.298 miles
Length of Bridges (Exception)	.036 mile
Total Length	9.334 miles
Cost per mile, Roadway	$13,529.00

Federal Secondary Funds- -	$ 72,000.00
State Funds- -	53,792.70
	$125,792.70

November 25, 1949

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate and four copies of right of way statement to accompany plans and specifications for the Halsey-Crawfordsville Section, Project No. S-230 (3).

Six bid proposals and one set of full size plans are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN:gs

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-230 (3)

HALSEY-CRAWFORDSVILLE SECTION OF THE
HALSEY-SWEET HOME SECONDARY HIGHWAY IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, December 2, 1949

[illegible] Code 6201
Roadway (Sta. 0+12 to 299+51.05 = [illegible]) (Sta. [illegible] to 593+00)

48	tons	Emulsified Asphalt in Tack Coat	$42.00	$ 2,016.00
15,000	tons	Class "B" Asphaltic Concrete	6.25	93,750.00
5,000	cu. yds.	3/4" - 0" Material in Shoulders	2.75	13,750.00
120	M-gal.	Sprinkling	2.50	300.00
			Subtotal	$114,816.00
			10% Engr. & Cont.	11,481.60
			Total	$126,297.60

Length of Roadway	9.298 miles
Length of Bridges (Exception)	.036 mile
Total Length	9.334 miles
Cost per mile, Roadway	$13,583.30

Federal Secondary Funds- -	$ 72,000.00
State Funds- -	54,297.60
	$126,297.60

HALSEY-CRAWFORDSVILLE SECTION

PROJECT NO. S-230 (3)

All necessary rights of way have been acquired for this project.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

November 25, 1949

Files

March 17, 1950

Mr. Porter W. Yett
6500 N. E. Ainsworth St.
Portland 13, Oregon

Dear Sir:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3288 which was awarded to you on March 3, 1950 by the State Highway Commission, for resurfacing on the Halsey-Crawfordsville Section of the Halsey-Sweet Home Secondary Highway in Linn County.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 3/17 gl

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MAR 20 1950
FOR FILING

Fk

8-230(3)

3282

March 16, 1950

Mr. Porter W. Yett
6500 N. E. Ainsworth
Portland 13, Oregon

Dear Sir:

This letter is to call to your attention the paragraph near the bottom of page 4 of Contract No. 3282, Halsey-Crawfordsville Section of the Halsey-Sweet Home Secondary Highway, with reference to the rights of the Brownsville Woolen Mills for a water take-off from the Calapooya River below our gravel bar source, which source is made available to you.

If you intend to use this source, then you must make arrangements with the Woolen Mill people to protect their rights to clear water in their diversion ditch when the woolen mills are in operation. They are much concerned over the likely muddying of the stream due to your expected operations. They have indicated that their water needs from this ditch will be during the months of July and August, so that perhaps you could satisfy them (if you use this source) by completing your aggregate production prior to July 1.

In any event, we will be pleased to know what your plans are with respect to this contract and particularly with the production of the aggregate from the Calapooya River.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. O. L. Rohrbaugh
Mr. T. L. Eason

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APR 18 1950
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AGENDA
MAR 20 1950

S-230 (3)

3288

March 6, 1950

Porter W. Yett, Contractor
6500 N. E. Ainsworth
Portland 13, Oregon

Re: Contract No. 3288

Dear Sir:

Confirming my telegram to you Friday, March 3, 1950, the State Highway Commission awarded to you as of that date, the contract for the Halsey-Crawfordsville Section of the Halsey-Sweet Home Secondary Highway in Linn County. This award was based on your low bid of $113,010.00 submitted on February 7, 1950.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

hw

cc - H. G. Smith
S. H. Probert
Goldie Lewis
L. R. White (S.I.A.C.)

GET CONFIRMED

S+C

Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	X	SERIAL	
DAY LETTER		NIGHT LETTER	

WESTERN UNION

W. P. MARSHALL, PRESIDENT

FULL RATE		DEFERRED	
CODE		NIGHT LETTER	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
4:10 p.m.
March 3, 1950

Porter W. Yett, Contractor
6500 N. E. Ainsworth
Portland 13, Oregon

State Highway Commission awarded you today contract for the Halsey- Crawfordsville Section of the Halsey-Sweet Home Secondary Highway in Linn County, based on your low bid submitted February 7, 1950. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
MAR 7 1950
FOR FILING

FORM E-30 25M 6-49 22808

5-23.(3)

2288

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 6, 1950

SUBJECT: Halsey-Crawfordsville Sec.
Linn County

To: Mr. W. C. Williams
Assistant State Highway Engineer

OFFICE

Dear Mr. Williams:

As a follow-up to Mr. Cooper's telephone conversation of March 3, this is to confirm the fact that the right of way on the Halsey-Crawfordsville Section has been cleared.

Very truly yours,

J. M. DEVERS

By

R. L. PORTER
Assistant Right of Way Engineer

RLP:MA

CLASS OF SERVICE

~~This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.~~

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1201

SYMBOLS

DL = Day Letter

NL = Night Letter

LC = Deferred Cable

NLT = Cable Night Letter

Ship Radiogram

S-230(3)

(24)

RECEIVED

Mar 6

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRA192 GOVT PD=PORTLAND ORE 3 649P=

1950 MAR 3 PM 7 26

R H BALDOCK=

STATE HIGHWAY ENGINEER

REURTEL ALL RIGHTS ENTRY OBTAINED OREGON PROJECT S-230(3) HALSEY-CRAWFORDSVILLE HEREBY CONCUR TODAY IN AWARD CONTRACT TO LOW BIDDER PORTER W YETT AS REQUESTED=

T M DAVIS PUBLIC ROADS=

fone 9 am [illegible]

749P

REURTEL S-230(3)=

No. 39422 To [illegible]

Time Delivered 925

By S

To [illegible] Monday.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

...desired;
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...TE
...GRAM | SERIAL
DAY LETTER | NIGHT LETTER

WESTERN UNION

JOSEPH L. EGAN, PRESIDENT

1206

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate
FULL RATE | DEFERRED
CODE | NIGHT LETTER

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

MARCH 3, 1950

MR. T. M. DAVIS, DISTRICT ENGINEER
DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
POST OFFICE BOX 3900
PORTLAND 8, OREGON

REQUEST YOUR CONCURRENCE AWARD CONTRACT TODAY HALSEY-CRAWFORDSVILLE PROJECT TO PORTER W. YETT. ALL REQUIRED RIGHTS OF ENTRY ARE ACQUIRED.

R. M. BALDOCK

A NEW CURTIS SERVICE

Telegraph your order for America's favorite magazines—HOLIDAY, 1 yr., $5 • the Post, 1 yr., $6 • LADIES' HOME JOURNAL, 1 yr., $3. All prices U. S. only. No charge for wire. Pay Western Union clerk for subscription or when billed by publisher.

Publisher will, on subscriber's request, refund full amount paid for copies not previously mailed. Prices subject to change without notice.

SUBJECT TO THE FOLLOWING

CONFIRMATION

DEPARTMENT OF COMMERCE
Bureau of Public Roads
Portland, Oregon
March 3, 1950

R. H. Baldock
State Highway Engineer
Salem, Oregon

REYOURTEL ALL RIGHTS ENTRY OBTAINED OREGON PROJECT S-230(3), HALSEY-CRAWFORDSVILLE.

HEREBY CONCUR TODAY IN AWARD CONTRACT TO LOW BIDDER PORTER W. YETT, AS REQUESTED.

T. M. DAVIS

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PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX [illegible]
PORTLAND 8, OREGON

December 9, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise that the program change in Item No. 81, Project S-230(3), first supplement to the Oregon Postwar Federal Aid Secondary Highway Program, dated March 15, 1949, has been approved effective December 5, 1949.

The current status as approved:

Termini: Halsey to a point 2.5 miles west of Crawfordsville
(Except 1.6 mile at Brownsville).

Total Cost: $120,000 (No Change)
Federal Funds: 72,000 (No Change)
Length: 9.25 Miles

This action was requested in your letter and attachment of November 10, 1949.

Very truly yours,

T. M. DAVIS
District Engineer

[illegible]

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S 230 (3)

3288

February 6, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to your letter of February 1, concerning the Halsey-Crawfordsville Project, S-230 (3).

There is little possibility of the screen rejection material proposed to be used in shoulder construction showing an excessive plasticity index. However, if it should show excessive plasticity index, the condition will be corrected by removal of the 10-mesh material as the specifications provide.

In the event the 10-mesh material should be removed and because of that fact the shoulders will not set up properly, arrangement will be made for the addition of a binder. The addition of binder, if required, will be paid for by the State without federal participation.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

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FEB 10 1950
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

NOTED
W. C. WILLIAMS

Salem, Oregon
February 6, 1950

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer

To clear the Halsey-Crawfordsville Project with the B. P. R., please sign the enclosed letter and give to Tom Davis. He will want this before giving his concurrence to the award of contract.

S. H. Probert
Office Engineer

SHP:gs

Encl.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX [illegible]
PORTLAND 8, OREGON

February 1, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Although the P.S.& E. documents for Oregon Project No. S-230(3), Halsey - Crawfordsville Section of the Halsey - Sweet Home Highway, have been approved and authority to advertise given, it appears that it may be desirable to revise the requirements for screen rejection material which is to be used in shoulders on page 11 of the special provisions.

Numbered paragraph 2 states, in effect, that material showing an excessive plasticity index may be used if all material that will pass a 10-mesh screen is removed therefrom. This would result in a poorly graded material, apt to be rather unstable.

If this requirement is not revised we would like to be advised prior to concurrence in award whether or not you have used such material (3/4" - #10) on previous work and, if so, whether it has been your experience that it will compact satisfactorily without the addition of binder.

The usual resolutions by City Councils of Halsey and Brownsville covering encroachments etc. should be submitted before preparation of the project agreement is requested.

Very truly yours,

T. M. DAVIS
District Engineer

By: C. G. Polk
C. G. Polk
Sr. Highway Engineer

cc. H. G. Smith

CEIVED
FEB 10 1950
FOR FILING

X-2

W. C. WILLI

February 1, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Although the P.S.& E. documents for Oregon Project No. S-230(3), Halsey - Crawfordsville Section of the Halsey - Sweet Home Highway, have been approved and authority to advertise given, it appears that it may be desirable to revise the requirements for screen rejection material which is to be used in shoulders on page 11 of the special provisions.

Numbered paragraph 2 states, in effect, that material showing an excessive plasticity index may be used if all material that will pass a 10-mesh screen is removed therefrom. This would result in a poorly graded material, apt to be rather unstable.

If this requirement is not revised we would like to be advised prior to concurrence in award whether or not you have used such material (3/4" - #10) on previous work and, if so, whether it has been your experience that it will compact satisfactorily without the addition of binder.

The usual resolutions by City Councils of Halsey and Brownsville covering encroachments etc. should be submitted before preparation of the project agreement is requested.

Very truly yours,

T. M. DAVIS
District Engineer

By:

C. G. Polk
Sr. Highway Engineer

RECEIVED
FOR FILING

S-230(3)

1561

January 12, 1950

Mr. T. M. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to your letter of January 10, concerning the Halsey-Crawfordsville Project, S-230 (3).

It is our intent to construct this project with ~~shoulders of~~ minimum 3-foot shoulders throughout. The typical cross-section shown on the plans is being changed accordingly.

Minor changes are being made in the plans and specifications to indicate the change in alignment and grade which is to be made between Stations 728 and 738 by state forces.

The wood box culvert at Station 4+56 is a 2.5' x 2' culvert of treated timber installed by the Railroad Company. Its condition is good.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:gs

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX [illegible]
PORTLAND 8, OREGON

January 10, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Yesterday during the course of the field inspection made with Messrs. Williams and Eason of Project S-230(3), Halsey-Crawfordsville Highway, the matter of shoulder widths was not fully discussed. Although presently submitted plans provide for a variable 1' to 3' shoulder width, we received the impression that the 3' width would be provided on all sections except on the sidehill Stations 728 to 738. Later it was agreed to widen this sidehill section with State forces. Accordingly, it would now seem that typical section plans should be revised to show a minimum 3' shoulder width throughout. Please advise if this is not your intent.

Although overlooked on the field inspection, we note that an existing wood box culvert at Station 4+56 is to be used in place. Has this structure been inspected to determine its condition? Unless it is of treated timber we suggest it be replaced before pavement construction.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

2 1/2 x 2 x 33'
Treated timber
box culvert
Condition - good.

RECEIVED
JAN 11 1950
OREGON
STATE HIGHWAY COMMISSION

January 10, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Yesterday during the course of the field inspection made with Messrs. Williams and Mason of Project S-230(3), Halsey-Crawfordsville Highway, the matter of shoulder widths was not fully discussed. Although presently submitted plans provide for a variable 1' to 3' shoulder width, we received the impression that the 3' width would be provided on all sections except on the sidehill Stations 728 to 738. Later it was agreed to widen this sidehill section with State forces. Accordingly, it would now seem that typical section plans should be revised to show a minimum 3' shoulder width throughout. Please advise if this is not your intent.

Although overlooked on the field inspection, we note that an existing wood box culvert at Station 4+56 is to be used in place. Has this structure been inspected to determine its condition? Unless it is of treated timber we suggest it be replaced before pavement construction.

Very truly yours,

T. H. DAVIS
District Engineer

RECEIVED
JAN 11 1950
OREGON
STATE HIGHWAY COMMISSION

ASSIGNMENT No. 1561

TION: Tom Davis' lett [illegible] 11-29-49 re advance plans f
j. S-230 (3), Halsey-Crawfordsville Section of Halsey-Sweet Home Highway

DATE: 11-30-49 ASSIGNED TO: Smith

xxxx Investigation and report to this office
☐ Reply direct with copy to this office
☐ Return with drafted reply
☐ Comment or recommendation and return to this office
☐ Investigation and such action as is necessary
☐ Please prepare reply for my signature
☐ Assignment executed Date ________

xxxx Please expedite—we would like to call bids on this soon. WCW

REPORT RECEIVED:

REMARKS: Eason getting field data.

District Engineer

ECEIVED
DEC 2 1949
FOR FILING
OREGON DISTRICT

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

November 29, 1949

B-2
20'

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Preliminary review of the advance plans submitted for Oregon Project S-230(3), Halsey-Cranfordsville Section of the Halsey-Sweet Home Highway indicates that certain changes may be desirable.

Traffic volume averaged 400 ADT with 30% commercial vehicles in 1936-37. The 1948 volumes averaged 825 ADT. Expansion to 1965 indicates 1200 ADT with average summer maximum of 1800 vehicles, and 30th peak hour of 170 with 30% trucks. A considerable proportion of the commercial traffic consists of logging trucks.

It is noted that the design does not provide the minimum 26' shoulder to shoulder width required for highways in this traffic category by the A.A.S.H.O. Standards for secondary roads or the standards for the 50M category given in your Technical Bulletin No. 19. Also the proposed pavement width, 18', seems dangerously narrow considering the percentage of commercial travel, especially logging trucks.

Accordingly, it is requested that the possibility of at least widening the surface to 20' be investigated carefully. Rough estimates made on the basis of the program total cost $120,000, indicate that either a 20' wide, 2" thick (type B-2) bituminous macadam with a 2-1/2" crushed rock levelling course or a 20' wide, 1-1/4" thick (type C-11) bituminous surface with a 4" crushed rock levelling course could be constructed without increase in cost and would adequately provide for the present and anticipated traffic.

The existing alignment and grades are generally satisfactory except that it is noted that there is a 20° curve at Station 736 and a 16° curve at Station 732 which exceed the minimum standards for rolling topography. Please investigate and advise us regarding the possibility of reducing the curvature at these points to a degree consistent with alignment on the remainder of the project to reduce the hazard to traffic inherent in such sudden changes in standard.

Further action will be withheld pending your reply.

NOTED
W. C. WILLIAMS

Very truly yours,

F. M. Davis
F. M. DAVIS
District Engineer

RECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
~~PUBLIC ROADS ADMINISTRATION~~
~~FEDERAL WORKS AGENCY~~
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX [illegible]
PORTLAND 8, OREGON

S230(3)

3788

January 20, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.&E. documents for Oregon Project S-230(3), Halsey-Crawfordville, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Test reports of material from gravel deposit MP-9.42 should be submitted prior to opening of bids.

Concurrence in award will be withheld pending receipt of advice that all right-of-way or rights-of-entry have been acquired.

Very truly yours,

T M Davis
T. M. DAVIS
District Engineer

Jo —

RECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
~~PUBLIC ROADS ADMINISTRATION~~
~~FEDERAL WORKS AGENCY~~
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX [illegible]
PORTLAND 8, OREGON

November 17, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Our letter of August 12, 1949 listed various projects for which initial or revised sketch maps are required prior to consideration of P.S.& E. submissions. Included in the list was Federal Aid Secondary Project S-230(3), Halsey-Brownsville for which bids are to be received at the December letting. Please furnish the required number of copies of the sketch map, revised to include the proposed improvement, at your earliest convenience.

Very truly yours,

T. M. DAVIS
District Engineer

By: C G Folk
C. G. FOLK
Sr. Highway Engineer

RECEIVED
STATE HIGHWAY COMMISSION

2

RECEIVED
DEC 13 1949
FOR FILING

S-230 (3)

3288

November 10, 1949

Mr. T. M. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing one copy of form PR-9, requesting program change for item number 81, Halsey-Brownsville Section, Project No. S-230 (3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN;gs

Encl.

PR-9

PUBLIC ROADS ADMINISTRATION

COMMISSIONER:
ATTENTION--PROGRAM SECTION

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

November 10, 1949
(Date)

The following major program change of the individual project is requested:

Oregon
(State)

Postwar Federal Aid Secondary Program
(Previous Program)

(Date of Approval)

COUNTY Linn

FA or FAS Route No. FAS 215

	Item No.	Project No.	Termini	Project Cost				Length Miles	Character of Proposed Work
				Class of Work	Total Cost	Federal Funds	State Funds		
Item as Now Programmed	81	S-230(3)	Halsey to Brownsville	Survey-Plans					2-lane high-type pavement
				Right-of-Way					
				Construction	$120,000	$72,000	$48,000		
				Total	$120,000	$72,000	$48,000	5.67	
Requested Revision	81	S-230(3)	Halsey to Point 2.5 mi. W. of Crawfordsville (Except 1.16 mi. at Brownsville	Survey-Plans					2-lane high-type pavement
				Right-of-Way					
				Construction	$120,000	$72,000	$48,000		
				Total	$120,000	$72,000	$48,000	9.25	

Program Balance subsequent to approval of this and previously recommended change is: $

Reason for Change: Subsequent and more detailed study of the existing roadway indicates a lighter pavement than originally programmed to be adequate. Accordingly, it is desired to utilize the resulting savings by extending the project to improve an additional 3.6 mile section east of Brownsville, which is similar to the section originally programmed and equally in need of improvement.

Recommended for approval ______ District Engineer ______ (date)

Recommended: ______ Division Engineer ______ (date)

Approved: ______ Acting Commissioner ______ (date)

F-26(8) Barkley Springs-Algoma Sec., 1950
The Dalles-Calif. Hwy.
#3289 Folder # 2

RECEIVED
OCT 29 1953
FOR FILING
STATE OF OREGON

Salem, Oregon October 28, 1953

F-26(8)

To Southern Pacific Co., Dr.
65 Market St., San Francisco 5, California

Project 3289 Modoc Point-Barkley Springs (Ouxy-Modoc Point)

Highway Comm. Agreement No. RR 388

Sub-Division No.

Ry. Company's Agreement No. Audit 89291

Estimate No. 8 Final

Period Covered Entire job

Prefix & Acct. No. 18-1052

Item	Total Amount To Date	Previous Amount	Present Amount
Bills 424543, 237264, 424999, 426890, 425457, 427262, 427718, 427720, 428720	33,618.18	33,618.18	
Deductions per audit	-2,233.95	-0-	-2,233.95
Totals	31,384.21	33,618.18	-2,233.95
Retained No %	-0-	3,361.82	3,361.82
Total Payments	31,384.21	30,256.36	+1,127.87

Pay This Estimate $ 1,127.87

Computed by ________ Checked by ________

Approved Field Engr. ________

Approved:

Previous Voucher No. ________

CAG
Bridge Office Engineer

[illegible] - MODOC POINT, OREGON - HIGHWAY RELOCATION

	Description (1)		Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
					$	$	$
1	Accounting (Cost of Billing)						
2	May, 1952	($410.00/168)	Hours	32	2.4405	78.10	
3	June,1952	($410.00/168	"	16	2.4405	39.05	
4	July,1952	($410.00/176)	"	12	2.3295	27.95	
5	Aug. 1952	($410.00/168)	"	24	2.4405	58.57	
6	Sept.1952	$410.00/168)	"	12	2.4405	29.29	
7	Oct.,1952	($410.00/184)	"	20	2.2283	44.57	
8	Nov.,1952	($410.00/152)	"	8	2.6974	21.58	
9	Dec.,1952	$420.00/176)	"	30	2.3864	71.59	
10	Jan.,1953		-	-	-	-	
11	Feb.,1953	($425.00/152)	"	16	2.7961	44.74	
12	Mar.,1953		-	-	-	-	
13	Apr.,1953	($425.00/196)	"	16	2.4148	38.64	
14	May,1953		-	-	-	-	
15						454.08	
16	Vacations			$454.08	3.00%	13.62	
17	Taxes			467.70	6.25%	29.23	
18	W.C. Insurance			467.70	3.00%	14.03	
19	Pub.Lia.& Prop.D. Ins.			467.70	1.00%	4.68	
20						515.64	

June 16, 1953
Valuation Department

Form [illegible] A

S.F., March 25 19 53

BILL No. 60

SHEET No. 1

Oregon State Hwy. Dept.
Mr. R. H. Baldock, State Hwy. Engr.
Salem, Oregon

TO THE WESTERN UNION TELEGRAPH COMPANY
(INCORPORATED)

PLEASE DRAW CHECK TO THE ORDER OF THE COMPANY AND MAIL IT TO
Cashier, San Francisco, Calif.
TO WHOM ANY CORRESPONDENCE WITH REFERENCE TO THIS BILL SHOULD BE ADDRESSED

Final Billing

Job 3642-52

Costs for repairing our line at MP 445+5 between Modoc Point and Algoma, Oregon., per your letter Nov. 14, 1952.

Labor Items: - J. C. Britten and Crew Nov. 7, 1952

Wages - Fmn. 8 hrs. @ 2.0415		16.33	
OT 1 " 3.45		3.45	
Crew 48 " 1.29833		62.32	
OT 6 " 2.3384		14.03	
Subsistence - Fmn. & Crew			
21 Meals, 7 Lodgings		47.89	
Gen. Fmn. 12 hrs. @ 2.30		27.60	171.62
Supervision 25%			42.91
Social Security Tax: Wages	123.73		
Board Allowance 56 hrs. @ .525	29.40		
	153.13		
Taxable propn. 85%	130.16		
Tax 3.3%		4.30	
Truck Rental:			
Unit #17 (Line Crew) 9 hrs. @ 2.00		18.00	
#24 (Gen. Fmn.) 8 " 1.25		10.00	
Gen. Fmn. expenses: 2 Meals, 1 Lodging		8.20	40.50

FD 738 - From Jt. Mtce. Stock Klamath Falls, Ore.
c/o J. C. Britten, Modoc Point, Oregon

1	Bolt Crossarm 14"	@ 13.73 C	.14
4	" " " 12"	13.67 C	[illegible]
2	" " " 24"	22.43 C	.45

7/28/53
Zero paid on Vch 9168
Paid direct claim through
Br office of Dist eng

Mr. C. A. Gardner,

Form 3310 A

March 25 1953

BILL No. 60

SHEET No. 2

Oregon State Hwy. Dept.

TO THE WESTERN UNION TELEGRAPH COMPANY
(INCORPORATED)

PLEASE DRAW CHECK TO THE ORDER OF THE COMPANY AND MAIL IT TO

TO WHOM ANY CORRESPONDENCE WITH REFERENCE TO THIS BILL SHOULD BE ADDRESSED

2	Bolt Carriage 3/8"x4"	@ 43.19 M	.09		
1	Crossarm CYP 10' WP Type		2.16		
10	Pins Wood Insulator	43.25 M	.43		
½#	Wire Copper Tie #9 AWG	33.81 Cwt	.17		
½#	" " " #8 "	30.79 "	.15		
½#	" Steel " #9 BWG	11.76 "	.06		
1	Pole WCT Class 4 35 ft.		20.60		
1	Stub Pole CYP [illegible] ft.		4.25		
1	" " " 10 "		4.77		
			33.82	33.82	
	Supply Expense 15%			5.07	
	Transportation			19.27	$313.19

I certify that the above bill is correct and just; that payment therefor has not been received; that all statutory requirements as to American production and labor standards, and all conditions of purchase applicable to the transactions have been complied with.

THE WESTERN UNION TELEGRAPH COMPANY

A P Norton

Area Superintendent

FORM B-100 50M REVISED 3-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

October 15, 1953

Mr. R. C. Missen
Assistant to Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco 5, California

Dear Mr. Missen:

We have received an inquiry from Mr. George Nelson regarding the status of your bills covering retained percentages and final billing for the cost of labor and materials furnished in connection with highway relocation between Ouxy and Modoc Point, Oregon.

The total cost to the Highway Department, according to your final billing, was $33,618.18; however, our Auditor, Mr. C. H. Maison, took exception to certain items in your billing. One of the exceptions was for the three per cent vacation allowance charged on overtime labor. This amounted to three per cent of $11,393.49, or a deduction of $341.80.

Our agreement with the Railroad Company stated, in part, that progress billings and a final bill, on the basis of items set forth in the estimated cost of the work, be submitted by the Railroad Company. One of the items set forth in the agreement was for accounting expense. Your final billing showed the amount of $2,407.79 for supervision expense in lieu of the expense for accounting. The actual accounting expense, as ascertained by our audit, amounted to $515.64, or a difference of $1,892.15.

It is my understanding that Mr. Maison discussed these exceptions with you at the time of the audit, and that you agreed to recommend that these exceptions be allowed.

Will you kindly advise if you wish us to deduct the total exceptions in the amount of $2,233.95 from your final bill or if you will render an adjusted final billing.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

CHM: me

cc Mr. C. H. Maison
Mr. C. A. Gardner ✓

FORM E-30X 25M 6-51 90116

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 23, 1953

SUBJECT: Modoc Point-Barkley
Springs Audit

To: ~~W. C. Williams~~

Pursuant to instructions by the Commission on April 21, 1952, an audit of the Southern Pacific Railroad Companys' records for inspection service required on the Modoc Point-Barkley Springs Section of The Dalles-California Highway, was made on June 16-18, 1953.

The final billing in the amount of $33,618.18, was found to be correct with the following two exceptions.

1. Total labor charges on this project amounted to $24,077.80, of which $11,393.49, or 47.3% of the total labor costs represented labor costs at an overtime rate.

The Public Roads Administration Memorandum No. 299 allows a 3% vacation allowance on all salaries and wages earned at the basic rate only. Our agreement with the Southern Pacific Company was not covered by Memorandum 299, however, the railroad company could not show any costs on an experience basis whereby the 3% allowance on overtime labor was an actual expense to the company. The exception in this case amounted to 3% of $11,393.49, or $341.80.

2. Our agreement with the railroad company stated in part, that they submit progress bills and a final bill on the basis of items set forth in the estimated cost of the work. One of the items set forth in the agreement was for accounting expense and made no reference to any allowance for supervision. The progress billings included an amount of $198.04 for accounting expense, but the final bill showed the amount of $2,407.79, for supervision expense, in lieu of the expense for accounting. The actual accounting expense as ascertained by the audit amounted to $515.64, or a difference of $1,892.15.

I discussed these exceptions totalling $2,233.95, with Mr. R. C. Nissen, Assistant to the Chief Engineer. He concurred in my thought that inasmuch as this project was practically a continuation of the Barkley Springs-Algoma Section of The Dalles-California Highway, which was covered by an agreement subject to Memorandum No. 299, that the exceptions be allowed, and he will so recommend to the Chief Engineer of the Southern Pacific.

Final payment will be withheld until we have definite word from Mr. Nissen.

It is suggested that in the future, agreements with railroad companies, etc., for safeguards and protection covering State projects not subject to the regulations set forth in the Memorandum No. 299, be more explicit as to just what supervision and overhead allowances will be reimbursed by the State.

C.H. Maison

C. H. Maison

CHM:cg

cc: J. W. DeSouza ✓
C. A. Gardner ✓
James Goin

RECEIVED
[illegible]
OREGON STATE HIGHWAY COMMISSION
[illegible] DEPARTMENT

Salem, Oregon May 26, 1951

STATE OF OREGON

To Southern Pacific Co. 65 Market St., San Francisco 5, California Dr.

Project Modoc Point - Barkley Springs Sec. (Ouxy-Modoc Point)

Highway Comm. Agreement No RR388

Sub-Division No.

Ry. Company's Agreement No. Audit 89291

Estimate No. 7

Period Covered Entire Job

Prefix & Acct. No. 18-1052

Item			Total Amount To Date	Previous Amount	Present Amount
Bill	No.	424543	$3,402.07	$3,402.07	0
"	"	237264	6,106.47	6,106.47	0
"	"	424999	5,824.52	5,824.52	0
"	"	426890	5,714.70	5,714.70	0
"	"	425457	4,818.51	4,818.51	0
"	"	427262	1,737.41	1,737.41	0
"	"	427718	1,871.85	1,871.85	0
"	"	427720	1,589.50	1,589.50	0
"	"	428720	2,553.15	—	$2,553.15 (Summary & Final)
Totals			$33,618.18	$31,065.03	$2,553.15
Retained 10 %			3,361.82	3,106.50	255.32
Total Payments			30,256.36	27,958.53	2,297.83

Pay This Estimate $ 2,297.83

Computed by Checked by

Approved Field Engr.

Approved:

Previous Voucher No.

Bridge Office Engineer

5-51-100M

SOUTHERN PACIFIC LINES

8-130
(A.A.R. 206)

BILL COLLECTIBLE

Bill No. 428720
Quote above number when remitting

Month's Account April 195[illegible]

[illegible] Division Dept. No. [illegible]

Date Made MAY 12 1953 19

To SOUTHERN PACIFIC COMPANY, Dr.

[illegible]

MAKE REMITTANCE TO:
Southern Pacific Company,
CARE OF LOCAL TREASURER,
65 Market Street,
San Francisco 5, California

[illegible] furniture in [illegible] with highway relocation [illegible] to Rocky Point, Oregon in accordance with the terms of [illegible] Audit No. 8629 dated April 22, 195[illegible] Final Bill - Detail attached I certify that the above bill is correct and just; that payment therefor has not been received; that all statutory requirements as to American production and labor standards and all conditions of purchase applicable to the transaction have been complied with; and that State or local sales taxes are not included in the amounts billed. SOUTHERN PACIFIC COMPANY, E. V. [illegible], Auditor of Disbursements, By C W Sheppard Chief Clerk		$ 25.3[illegible]

DISTRIBUTION:

O.K. 5 [illegible] 1953
REG. ENGR. [illegible]
APPROVED [illegible]
Division Engr.

For further information address:
Auditor of Miscellaneous Accounts,
Southern Pacific Company,
65 Market Street,
San Francisco 5, California

CW

Shasta Division

1
J-84

State Highway Department State of Oregon

HIGHWAY RELOCATION
[illegible] TO MODOC POINT

(1) Signal Indicator and Flagmen Telephones

Signal Indicator

April 1952 - Sig. No. 2 - Lead Signalman	8 hrs. @ 2.011		16.09	
" " " - Signalman	16 " 1.951		31.22	
" " " - Asst. Signalman	8 " 1.723		13.78	
Jan 1953 " " " - Ld. Signalman	4 " 2.081		8.32	
" " " - Helper	4 " 1.721		6.58	
			76.29	
Supervision	$ 76.29	@ 10.00 C	7.63	
Vacation Allowance	76.29	3.00 C	2.29	
Railroad Retirement and Unemployment Compensation Taxes	78.58	6.00 C	4.71	
Workmen's Compensation Insurance	76.29	3.00 C	2.29	
Public Liability and Property Damage Insurance	76.29	1.00 C	.76	93.97

Equipment Rental

[illegible] 1952 - Sig. No. 2 - Truck 1181(9[illegible].50/22) 1 day @ [illegible]227 4.52

Material Installed

Relay DN-11 4 Ohm 4 pt.	1 ea.	@ 45.00 ea.	45.00	
Indicator heads, Switch Type	2 "	67.51 "	135.02	
Connectors, Track [illegible]	[illegible] "	.27 "	1.08	
Wire, #14 flex	50 ft	.02 ft	1.00	
Wire, #14 solid ins.	[illegible] "	.02 "	8.00	
Cable, 1 cond. #10	100 "	.04 "	4.00	
Protectors, Bond Wire	2 ea	.05 ea.	.10	
Sleeves, Nicopress	4 "	.08 "	.32	
Clevises, Insul end	2 "	.43 "	.86	
Bolts, 5/8x[illegible]"	[illegible] "	.14 "	.28	195.66

[illegible] Expense 9% of 195.66 [illegible]

[illegible]

Relay DN-11 4 Ohm 4 pt	1 ea	22.50 ea	22.50 Cr	
Indicator heads, Switch type	2 "	33.76 "	67.52 "	
Clevises, Insul end	2 "	.22 "	.44 "	
Bolts 5/8"x[illegible]"	[illegible] "	.07 "	.14 "	90.60 Cr

Shasta Division
J-84

State Highway Department, State of Oregon

428720

Telephones and Circuits				
April 1952-Comm.-Lineman (399.78/176)	20 hrs.	@ 2.2715	45.43	
July " " " (403.95/176)	8 "	2.2952	18.36	
Nov " " " (408.12/152)	8 "	2.6850	21.48	
			85.27	
Supervision	85.27	@ 10.00 C	8.53	
Vacation Allowance	85.27	3.00 C	2.56	
Railroad Retirement and Unemployment Compensation Taxes	87.83	6.00 C	5.27	
Workmen's Compensation Insurance	85.27	3.00 C	2.56	
Public Liability and Property Damage Insurance	85.27	1.00 C	.85	105.04
Personal Expense				
April 1952 - R. Reed, Lineman	3 Meals		3.65	
July " " "	1 "		1.25	
Nov. " " "	1 "		1.30	6.20
Equipment Rental				
April 1952-Comm.-Truck Tel 51 3/4 ton	2-1/2 day	5.75	14.38	
July 1952 " " " " "	1 "	5.75	5.75	
Nov. 1952 " " " " "	1 "	5.75	5.75	25.88
Supplies				
April 1952-Comm.- Gasoline Truck	9.2 gal.	.31 gal.	2.85	
July " " " "	3 "	.31 "	.93	
Nov. " " " "	4 "	.31 "	1.24	5.02
Material				
Telephone 14175 SH	2 ea.	25.23 ea.	50.46	
Extension Bells 2.500 Ohm	2 "	13.96 "	27.92	
Ground Rods	3 "	2.16 "	6.48	
Protectors 98 A	5 "	1.69 "	8.45	
Wire, 4 condr. spiral	200 ft.	.08 ft.	16.00	
Wire, #16 Duplex	300 "	.03 "	9.00	
Cam key 6017-E	1 ea.	11.20 ea.	11.20	
Horn 8526 WP 6 volt	1 "	17.56 "	17.56	
Relay, Tel. ext. non-cont.	1 "	24.38 "	24.38	
Phone 1417-S	1 "	50.45 "	50.45	
Phone 317 AE SH	1 "	35.54 "	35.54	
Batteries, #6 Dry cell	6 "	.43 "	2.58	260.02
Store Expense 9% of $ 260.02				23.40

State Highway Department, State of Oregon   Shasta Division   J-84

4287

Material Salvaged				
Telephones 1417-S SH	2 ea. @	25.23 ea.	50.46 Cr.	
Extension Bells, 2500 Ohm SH	2 "	6.98 "	13.96 Cr.	
Protectors 98 A SH	5 "	.85 "	4.25 Cr.	
Cam key, 6017 E SH	1 "	5.60 "	5.60 Cr.	
Horn 8526 WP 6 volt SH	1 "	8.78 "	8.78 Cr.	
Relay, Tel. ext. non-cont. SH	1 "	12.19 "	12.19 Cr.	
Phone 1417-S SH	1 "	25.23 "	25.23 Cr.	
Phone 317 AE SH	1 "	35.54 "	35.54 Cr.	156.01 Cr.
Flagmen Shelters and Speed Boards				
March 1952 -B&B No.116-Foreman(349.97/168)	8 hrs. @	2.0832	16.67	
" " Asst." (327.47/168)	32 "	1.9492	62.37	
" " Carpenter	152 "	1.805	274.36	
" " " Helper	8 "	1.613	12.90	
" " Painter	8 "	1.829	14.63	
April 1952-Sec.No.250- Foreman(298.27/176)	2 "	1.6947	3.39	
" " Laborers	12 "	1.447	17.36	
			401.68	
Supervision	$ 401.68	@ 10.00 C	40.17	
Vacation Allowance	401.68	3.00 C	12.05	
Railroad Retirement and Unemployment Compensation Taxes	413.73	6.00 C	24.82	
Workmen's Compensation Insurance	401.68	3.00 C	12.05	
Public Liability and Property Damage Insurance	401.68	1.00 C	4.02	494.79
Equipment Rental				
April 1952-B&B No.116 - Truck SH 7 1½ ton	1 day	7.50		7.50
Supplies				
April 1952-B&B No.116-Gasoline T. SH 7	5.8 gal.	.31 gal.		1.80
Material				
Hing hasp 6"	3 ea.	.19 ea.	.57	
Strap hinge 6"	6 "	.19 "	1.14	
D - Peanut stoves	3 "	38.90 "	116.70	
C - Lumber 1"x12"x18' Ro.	48 "	1.35 "	64.80	
C Lumber 4"x5"x7' "	6 "	1.50 "	9.00	
D - Roof paper	3 rls.	4.81 rl.	14.43	
AB- Lumber 2"x4"x20' S4S	18 ea.	1.10 ea.	19.80	
D - Nails 8 D	25 lb.	8.03 C	2.01	
D - Nails 4 D	3 "	6.44 C	.19	
Glass 20"x28"	4 ea.	.73 ea.	2.92	
AB- Speed boards	2 "	12.08 "	24.16	
AB- Lumber 2"x4"x20' S4S	2 "	1.20 "	2.40	

GW

State Highway Department, State of Oregon

Shasta Division

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Material (Continued)

D - Bolts 1/2"x7"	8 ea. @	6.36 C	.51	
D - Bolts 1/2"x4"	8 "	4.18 C	.33	
D - Bolts 1/2"x10"	12 "	8.75 C	1.05	
D - Washers 1/2"	1-1/2 lb.	10.54 C	.16	
Smoke jacks, Metal	3 ea.	8.73 ea.	26.19	286.36
Store Expense	9% of	286.36		25.77

Freight

	Ton	Mile	Ton Mile	
A - Salem to West Oak.	.529	660.9	349.62	
B - W.Oak.to Klamath Falls	.529	395.9	209.43	
C - Salem " " "	3.917	265.0	1038.01	
D - Sacto." " "	.209	333.7	69.74	
			1666.80	
			@ .005 TM	8.33

Total (1) Signal Indicators and Flagmens Phones	1,315.26

GW

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Shasta Division J-84

State Highway Department, State of Oregon

428720

(2) Protect Track, Signals & Communication Lines

June 1952-Sig No.2-Signalman Overtime	2 hrs.	@ 2.927	5.85	
" " " " Asst. " "	2 "	2.585	5.17	
Sept. " -Comm. -Lineman (403.95/168)	11 "	2.4045	26.45	
			37.47	
Supervision	$ 37.47	@ 10.00 C	3.75	
Vacation Allowance	37.47	3.00 C	1.12	
Railroad Retirement and Unemployment Compensation Taxes	38.59	6.00 C	2.32	
Workmen's Compensation Insurance	37.47	3.00 C	1.12	
Public Liability and Property Damage Insurance	37.47	1.00 C	.37	46.15

Personal Expenses

Sept. 1952-Comm.- R. Reed, Lineman	3 Meal		3.80

Equipment Rental

Sept. 1952-Comm.- Truck Tel 51	3/4 ton 1-3/8 day	5.75	7.91
Total (2) Protect Tracks, Signals and Communication Lines			57.86

GW

Shasta Division

State Highway Department, State of Oregon

(3) Engineering - Inspection

April 1952	-Engr.Insp.	(400.00.176)	104	hrs. @	2.2727	236.36	
	" "	Overtime	65-1/2	"	3.4091	223.30	
	" "	(390.00/176)	58	"	2.2159	128.52	
	" "	Overtime	33	"	3.3239	109.69	
May 1952	" "	(400.00/168)	168	"	2.38095	400.00	
	" "	Overtime	132	"	3.5714	471.42	
	" "	(390.00/168)	168	"	2.3214	390.00	
	" "	Overtime	124-1/2	"	3.4821	433.52	
June 1952	" "	(400.00/168)	168	"	2.38095	400.00	
	" "	Overtime	119-1/2	"	3.5714	426.78	
	" "	(390.00/168)	168	"	2.3214	390.00	
	" "	Overtime	111	"	3.4821	386.51	
July 1952	" "	(400.00/176)	176	"	2.2727	400.00	
	" "	Overtime	111-1/2	"	3.4091	380.11	
	" "	(390.00/176)	176	"	2.2159	390.00	
	" "	Overtime	113	"	3.3239	375.60	
Aug. 1952	" "	(400.00/168)	168	"	2.38095	400.00	
	" "	Overtime	118	"	3.5714	421.43	
	" "	(390.00/168)	136	"	2.3214	315.71	
	" "	Overtime	98-1/2	"	3.4821	342.99	
Sept. 1952	" "	(400.00/168)	32	"	2.38095	76.19	
	" "	Overtime	23	"	3.5714	82.14	
	" "	(390.00/168)	136	"	2.3214	315.71	
	" "	Overtime	66-1/2	"	3.4821	231.56	
Oct. 1952	" "	(390.00/184)	64	"	2.1196	135.65	
	" "	Overtime	36	"	3.1793	114.45	
	" "	(395.00/184)	120	"	2.1467	257.60	
	" "	Overtime	62	"	3.2201	199.65	
Nov. 1952	" "	(395.00/152)	128	"	2.5987	332.63	
	" "	Overtime	79	"	3.8980	307.94	
						9,075.46	
Supervision			9,075.46		10.00 C	907.55	
Vacation Allowance			9,075.46		3.00 C	272.26	
Railroad Retirement and Unemployment Compensation Taxes			9,347.72		6.00 C	560.86	
Workmen's Compensation			9,075.46		3.00 C	272.26	
Public Liability and Property Damage Insurance			9,075.46		1.00 C	90.75	11,179.14

GW Shasta Division J-84

State Highway Department, State of Oregon

Personal Expense

April 1952 -	G.L.Beckman,	Engr.	Insp.	50 meals		72.40	
	" "	"	"	17 lodgings	2.50	42.50	
	E.J.McGregor	"	"	30 meals		37.95	
	" "	"	"	10 lodgings	2.50	25.00	
May 1952 -	G.L.Beckman	"	"	93 meals		128.20	
	" "	"	"	31 lodgings	2.50	77.50	
	E.J.McGregor	"	"	93 meals		127.90	
	" "	"	"	31 lodgings	2.50	77.50	
June 1952 -	G.L.Beckman	"	"	90 meals		128.45	
	" "	"	"	30 lodgings	2.50	75.00	
	E.J.McGregor	"	"	90 meals		129.15	
	" "	"	"	30 lodgings	2.50	75.00	
July 1952 -	G.L.Beckman	"	"	93 meals		135.40	
	" "	"	"	31 lodgings	2.50	77.50	
	E.J.McGregor	"	"	93 meals		134.50	
	" "	"	"	31 lodgings		77.50	
Aug. 1952 -	G.L.Beckman	"	"	93 meals		132.70	
	" "	"	"	31 lodgings		77.50	
	E.L.McGregor	"	"	75 meals		106.50	
	" "	"	"	25 lodgings		62.50	
Sept. 1952 -	G.L.Beckman	"	"	21 meals		30.25	
	" "	"	"	7 lodgings	2.50	17.50	
	E.J.McGregor	"	"	78 meals		100.90	
	" "	"	"	23 lodgings	2.50	57.50	
Oct. 1952 -	" "	"	"	93 meals		134.80	
	" "	"	"	31 lodgings		87.50	
Nov. 1952 -	" "	"	"	71 meals		105.85	
	" "	"	"	23 lodgings	3.00	69.00	2,403.95

Employees Automobile

April 1952 -	G. L. Beckman	500 miles	.07	35.00	
	" "	160 "	.06	9.60	
	E. J. McGregor	470 "	.07	32.90	
May 1952 -	G. L. Beckman	500 "	.07	35.00	
	" "	500 "	.06	30.00	
	E. J. McGregor	500 "	.07	35.00	
	" "	500 "	.06	30.00	
June 1952 -	G. L. Beckman	500 "	.07	35.00	
	" "	629 "	.06	37.74	
	E. J. McGregor	500 "	.07	35.00	
	" "	500 "	.06	30.00	
July 1952 -	G. L. Beckman	500 "	.07	35.00	
	" "	630 "	.06	37.80	
	E. J. McGregor	500 "	.07	35.00	
	" "	500 "	.06	30.00	

Employees Automobile (Continued)

Aug. 1952 -	G. L. Beckman	500	Miles	.07	35.00	
	" "	665	"	.06	39.90	
	E. J. McGregor	500	"	.07	35.00	
	" "	410	"	.06	24.60	
Sept. 1952 -	G. L. Beckman	225	"	.07	15.75	
	E. J. McGregor	500	"	.07	35.00	
	" "	400	"	.06	24.00	
Oct. 1952	" "	500	"	.07	35.00	
	" "	730	"	.06	43.80	
Nov. 1952	" "	500	"	.07	35.00	
	" "	455	"	.06	27.30	833.39

Total (3) Engineering - Inspection 14,416.48

(4) Flagging

April 1952-	Ex No. 18-Foreman(300.27/176	96	hrs. @	1.7061	163.79
	" " Overtime	66-1/2	"	2.66	176.89
	" " Laborers	177	"	1.447	256.12
	" " " Overtime	126	"	2.171	273.55
	Ex No. 19-Foreman(300.27/176)	64	"	1.7061	109.19
	" " " Overtime	27	"	2.66	71.82
	" " Laborers	128	"	1.447	185.22
	" " " Overtime	54	"	2.171	117.23
	Sec. 250 Watchman	8	"	1.473	11.78
	" " " Overtime	4	"	2.210	8.84
May 1952-	Ex No. 18-Foreman(300.27/168)	168	"	1.7873	300.27
	" " " Overtime	132	"	2.66	351.12
	" " Laborers	336	"	1.447	486.19
	" " " Overtime	264	"	2.171	573.14
	Ex No. 19 -Foreman (300.27/168)	168	"	1.7873	300.27
	" " " Overtime	104	"	2.66	276.6[illegible]
	" " Laborers	336	"	1.447	486.19
	" " " Overtime	[illegible]	"	2.171	451.57
June 1952-	Ex No. 18-Foreman([illegible]/168)	[illegible]	"	[illegible]	[illegible].27
	" " " Overtime	[illegible]		[illegible]	[illegible]17.87
	" " Laborers	[illegible]		1.447	486.19
	" " " Overtime	[illegible]	"	2.1[illegible]	518.87
	Ex No. [illegible] [illegible]	[illegible]		1.78[illegible]	285.97
	" " " [illegible]	[illegible]		[illegible]	234.08
	" " [illegible]	[illegible]		[illegible]	245.13
	" " " [illegible]	[illegible]		[illegible]	[illegible].10
	" " "	[illegible]		[illegible]	[illegible].10
	" " " [illegible]	[illegible]		[illegible]	[illegible].13
July 1952-	Ex No. 18 [illegible] (303.66/[illegible])	[illegible]	"	1.[illegible]	303.66
	" " " [illegible]	[illegible]		[illegible]	[illegible]
	" " Laborers	[illegible]	"	[illegible]	[illegible]
	" " " Overtime	[illegible]	"	2.201	314.74
	" " "	[illegible]	"	[illegible]	[illegible]
	" " " Overtime	[illegible]		[illegible]	12[illegible].09
	" No. 19- Foreman ([illegible])	[illegible]		[illegible]	[illegible]
	" " " Overtime	[illegible]		[illegible]	[illegible]
	" " Laborers	[illegible]	"	[illegible]	[illegible]
	" " " Overtime	[illegible]	"	[illegible]	[illegible]
	" " "	[illegible]	"	[illegible]	[illegible]
	" " " Overtime	[illegible]		[illegible]	[illegible]
Aug. [illegible]-	Ex. No. [illegible]-Foreman ([illegible].66/168)	168		[illegible]	[illegible]
	" " " Overtime	[illegible]	"	[illegible]	[illegible]
	" " Laborer	[illegible]	"	[illegible]	[illegible]
	" " " Overtime	[illegible]		[illegible]	[illegible]
	" " "	[illegible]		[illegible]	[illegible]

State Highway Department, State of Ogegon | Shasta Division | J-84

Aug. 1952-Ex No. 18- Laborers Overtime	81	hrs.	@ 2.201	178.28	
(Cont'd) Ex No 19- Foreman (303.66/168)	128	"	1.8075	231.36	
" " " Overtime	79-1/2	"	2.69	213.86	
" " Laborer	120	"	1.479	177.48	
" " " Overtime	58-1/2	"	2.219	129.81	
" " "	88	"	1.467	129.10	
" " " Overtime	55-1/2	"	2.201	122.16	
Sept. 1952 Ex No.18 Foreman (303.66/168)	168	"	1.8075	303.66	
" " " Overtime	90-1/2	"	2.69	243.45	
Oct. 1952 " " " (307.05/184)	184	"	1.66875	307.05	
" " " Overtime	98	"	2.72	266.56	
Nov. 1952 " " " (307.05/152)	120	"	2.0201	242.41	
" " " Overtime	79	"	2.72	214.88	
				14,401.63	
Supervision	$ 14,401.63		@ 10.00 C	1,440.16	
Vacation Allowance	14,401.63		3.00 C	432.05	
Railroad Retirement and Unemployment Compensation Taxes	14,833.68		6.00 C	890.02	
Workmen's Compensation Insurance	14,401.63		3.00 C	[illegible]	
Public Liability and Property Damage Insurance	14,401.63		1.00 C	144.02	1[illegible],739.9[illegible]

Supplies

April 1952

Flags, Metal - Yellow	2	ea.	@ 1.00	2.00	
Flags, " - Green	2	"	1.00	2.00	
Lantern, Green	2	"	2.82	5.64	
Metal flag & lantern staff	3	"	1.46	4.38	
Lanterns, white	3	"	2.09	6.27	
Lanterns, Red	3	"	2.81	8.43	
Flags, "	3	"	.25	.75	
Locks and keys	3	"	1.38	4.14	
Oil cans	3	"	.82	2.46	
Hose bibb	1	"	.63	.63	
Oil, switchlight	25	gal.	.11	2.75	
Axe, Single bit	1	ea.	2.71	2.71	
Torpedoes	144	"	5.56 C	8.01	
Fusees	[illegible]	"	14.75 gr	[illegible]	
Coal	1,200	lbs.	7.72 NT	[illegible]	
Globe, Green	1	ea.	1.26 ea	1.26	
				61.18	
Store Expense	9% of		61.18	[illegible]	[illegible]

[illegible] Division [illegible]

State Highway Department [illegible]

May 195[illegible]				
[illegible]	1,[illegible] @	7.72 MT	5.79	
Lime box	2 [illegible]	4.[illegible]	9.50	
Water bags 2 gal	3 "	.93	2.79	
Red flags & sticks	2 "	.25	.50	
			18.58	
Store Expense	9% of	18.58	1.67	20.2[illegible]
July 195[illegible]				
Cost	[illegible] MT	[illegible] MT	1.54	
Store Expense	[illegible]	[illegible]	.12	[illegible]
Total (4) Flagmen				1[illegible] 828.58
Total Amount This Project				3[illegible] [illegible] 18
Less Amount Previously Billed				31 [illegible] 0[illegible]
Total Cost & Final Bill				[illegible]

O.K. 5 [illegible] 1953
Res. Engr.
Carefully [illegible] [illegible] [illegible]tio[illegible]
APPROVED [illegible]
Division Engr.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - Ouxy to Modoc Pt., Oregon
In Accordance with Agreement Audit No. 89291, dated April 22, 1952
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 1
SUPPLEMENT No. 1

Week Ending March 29, 1952

	Description (1)		Unit (2)	Quantity (3)	Unit Rate (4) $	Amount (5) $	Total (6) $
1	(1) Install Flagmen Facilities						
2	As Charged						
3	Equipment Operation						
4	Truck S.H. 7	B&B 16	Mile	50	.05		2.50 Cr.
5	Should Be						
6	Equipment Rental						
7	Truck S.H. 7-1-1/2 Ton	B&B 16	Day	1	7.50		7.50
8	Supplies						
9	Gasoline Tr.	B&B 16	Gal	5.8	.31		1.80
10	Total (1) Install Flagmen Facilities						6.80
11	Total Weekly Report Summary No. 1, Supplement No. 1						6.80

Note: Adjustment made to conform to terms of contract.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - [illegible] to Modoc Pt., Oregon
In Accordance with Agreement Audit No. 89291, dated April 22, 1952
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 3
SUPPLEMENT No. 1

Period Ending April 5, 1952

	Description (1)		Unit (2)	Quantity (3)	Unit Rate (4) $	Amount (5) $	Total (6) $
1	(1) Install Flagmen Facilities						
2	As Charged						
3	Equipment Operation						
4	Truck Tel. 51	Comm.	Mile	100	.05		5.00 Cr.
5	Should Be						
6	Equipment Rental						
7	Truck Tel. 51-3/4 Ton	Comm.	Day	2	5.75		11.50
8	Supplies						
9	Gasoline Tr.	Comm.	Gal.	6.8	.31		2.11
10	Total (1) Install Flagmen Facilities and						
11	Total Weekly Report Summary No. 3, Supplement No. 1						8.61

Note: Adjustment made to conform to terms of contract.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - Ouxy to Modoc Pt., Oregon
In Accordance with Agreement Audit No. 89291, dated April 22, 1952
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 4
SUPPLEMENT No. 1

Week Ending April 12, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4) $	Amount (5) $	Total (6) $
1	(1) Install Flagmen Facilities					
2	Temporary Indicators					
3	Material					
4	Relay, DN-11, 4 ohm, 4 pt.	Each	1	45.00	45.00	
5	Indicator Head, Switch Type	"	2	67.51	135.02	
6	Connections, Track flex	"	4	.27	1.08	
7	Wire, #14 flex	Lin.Ft.	50	.02	1.00	
8	" , #14 s.c.	" "	400	.02	8.00	
9	" , #10 1 condr.	" "	100	.04	4.00	
10	Protectors, Bond	Each	2	.05	.10	
11	Sleeves, Nico-press #1	"	4	.08	.32	
12	Clevises, Dead End	"	2	.43	.86	
13	Bolts, 5/8"x6"	"	2	.14	.28	195.66
14	Store Expense		$195.66	9.00%		17.61
15	Estimated Value of Material Recovered from Temporary Use					167.00 Cr.
16	Total (1) Install Flagmen Facilities and					46.27
17	Total Weekly Report Summary No. 4, Supplement No. 1					

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - Oxey to Modoc Pt., Oregon
In Accordance with Agreement Audit No. 89291, dated April 22, 1952
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 32
SUPPLEMENT No. 1

Week Ending September 27, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
1	(2) Protect Track, Signal and Communication Lines			$	$	$
2	Repairing Communication					
3	Lines Damaged by Contractor					
4	Linemen ($403.95/168)	Hour	7	2.4045	16.83	
5	Supervision		$16.83	10.00%	1.68	
6	Vacation Allowance		16.83	3.00%	.50	
7	Railroad Retirement and					
8	Unemployment Compensation Taxes		17.33	6.00%	1.04	
9	Workmen's Compensation Insurance		16.83	3.00%	.50	
10	Public Liability and					
11	Property Damage Insurance		16.83	1.00%	.17	20.72
12	Personal Expense					
13	Linemen	Meal	2			2.50
14	Equipment Rental					
15	Truck Tel. 51-3/4 Ton	Day	7/8	5.75		5.03
16	Total (2) Protect Track Signal and Communication Lines and					
17	Total Weekly Report Summary No. 32, Supplement No. 1					28.25

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - Ouxy to Modoc Pt., Oregon
In Accordance with Agreement Audit No. 89291, dated April 22, 1952
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 33, Supplement No. 1 Period Ending Sept. 30, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4) $	Amount (5) $	Total (6) $
1	(2) Protect Track, Signal and Communication Lines					
2	Repair Communication Lines					
3	Damaged by Contractor					
4	Lineman ($403.95/168)					
5	Supervision	Hour	4	2.4045	9.62	
6	Vacation Allowance		$9.62	10.00%	.96	
7	Railroad Retirement and		9.62	3.00%	.29	
8	Unemployment Compensation Taxes					
9	Workmen's Compensation Insurance		9.91	6.00%	.59	
10	Public Liability and		9.62	3.00%	.29	
11	Property Damage Insurance		9.62	1.00%	.10	11.85
12	Personal Expense					
13	Lineman	Meal	1			1.30
14	Equipment Rental					
15	Truck Tel. 51	Day	1/2	5.75		2.88
16	Total (2) Protect Track, Signal and Communication Lines and					
17	Total Weekly Report Summary No. 33, Supplement No. 1					16.03

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - Oumy to Modoc Pt., Oregon
In Accordance with Agreement Audit No. 89291, dated April 22, 1952
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 43
SUPPLEMENT No. 1

Week Ending November 29, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(1) Signal Indicator and Flagman Phones					
2	Lineman ($408.12/152)	Hour	8	2.685	21.48	
3	Supervision		$21.48	10.00%	2.15	
4	Vacation Allowance		21.48	3.00%	.64	
5	Railroad Retirement and					
6	Unemployment Compensation Taxes		23.63	6.00%	1.42	
7	Workmen's Compensation Insurance		21.48	3.00%	.64	
8	Public Liability and					
9	Property Damage Insurance		21.48	1.00%	.21	26.54
10	Personal Expense					
11	Lineman	Meal	1			1.30
12	Equipment Rental					
13	Truck Tel. 51-3/4 Ton	Day	1	5.75		5.75
14	Supplies					
15	Gasoline	Gal.	4	.31		1.24
16	Material Released					
17	Telephone 317 AE	Each	1			
18	" 1417 B	"	2			
19	Ground Rods, copper	"	3	Credit shown when material originally installed.		
20	Protectors, 98A	"	5			
21	Bell 2500 ohm Ext.	"	2			
22	Cam key 6017B	"	1			
23	Batteries Dry Cell	"	6			
24	Horn WD #8526	"	1			
25	Telephone Extension					
26	Signal Relay	"	1			
27	Total (1) Signal Indicator and Flagman Phones and					
28	Total Weekly Report Summary No. 43, Supplement No. 1					34.83

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - Cuzy to Modoc Pt., Oregon
In Accordance with Agreement Audit No. 89291, dated April 22, 1952
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 3
SUPPLEMENT No. 2

Period Ending April 5, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(1) Install Flagman's Facilities					
2	Telephones and Circuits					
3	Material					
4	Telephone 1417-B New	Each	1	50.45		50.45
5	Store Expense 9% of 50.45					4.54
6	Total (1) Install Flagman's Facilities and					
7	Total Weekly Report Summary No. 3, Supplement No. 2					54.99

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - Ouxy to Modoc Pt., Oregon
In Accordance with Agreement Audit No. 89291, dated April 22, 1952
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 6
SUPPLEMENT No. 2

Week Ending April 26, 1952

	Description (1)		Unit (2)	Quantity (3)	Unit Rate (4) $	Amount (5) $	Total (6) $
1	(1) Install Flagmen's Facilities						
2	As Charged						
3	Equipment Operation						
4	Truck Tel. 51	Comm.	Miles	35	.05		1.75 Cr.
5	Should Be						
6	Equipment Rental						
7	Truck Tel. 51-3/4 Ton	Comm	Day	1/2	5.75		2.88
8	Supplies						
9	Gasoline Tr.	Comm.	Gal.	2.4	.31		.74
10	Total (1) Install Flagmen's Facilities and						
11	Total Weekly Report Summary No. 6, Supplement No. 2						1.87

Note: Adjustment made to conform to terms of contract.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - Ouxy to Modoc Point, Oregon
In Accordance with Agreement Audit No. 89291, dated April 22, 1952
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 19
SUPPLEMENT No. 2

Period Ending July 5, 1952

	Description (1)		Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
					$	$	$
1	(1) Install Flagmen's Facilities						
2	As Charged						
3	Equipment Operation						
4	Truck Tel. 51	Comm.	Mile	45	.05		2.25 Cr.
5	Should Be						
6	Equipment Rental						
7	Truck Tel. 51 - 3/4 Ton	Comm.	Day	1	5.75		5.75
8	Supplies						
9	Gasoline Tr.	Comm.	Gal.	3	.31		.93
10	Total (1) Install Flagmen's Facilities and						
11	Total Weekly Report Summary No. 19, Supplement No. 2						4.43

Note: Adjustment made to conform to terms of contract.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - Ouxy to Modoc Point, Oregon
In Accordance with Agreement Audit No. 89291, dated April 22, 1952
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 44	Period Ending November 30, 1952
" " " No. 45	" " December 6, 1952
" " " No. 46	Week " " 13, 1952
" " " No. 47	" " " 20, 1952
" " " No. 48	" " " 27, 1952
" " " No. 49	" " " 31, 1952
" " " No. 50	" " January 3, 1953

Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)

NOTHING TO REPORT

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - Ouxy to Modoc Point, Oregon
In Accordance with Agreement Audit No. 89291, dated April 22, 1952
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 51 Week Ending January 10, 1953

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(1) Signal Indicator and Flagmen's Phones					
2	Lead Signalman Sig.No.2	Hour	4	2.081	8.32	
3	Helper " "	"	4	1.721	6.88	
4					15.20	
5	Supervision		$15.20	10.00%	1.52	
6	Vacation Allowance		15.20	3.00%	.46	
7	Railroad Retirement and					
8	Unemployment Compensation Taxes		15.66	6.00%	.94	
9	Workmen's Compensation Insurance		15.20	3.00%	.46	
10	Public Liability and					
11	Property Damage Insurance		15.20	1.00%	.15	18.73
12	Material Released					
13	Relay DN-11, 40 ohm, 4 pt.	Each	1			
14	Indicator Head Sw. Type	"	2	Credit shown		
15	Track Connector flex	"	4	when material		
16	Wire #14 flex	Lin.Ft.	50	originally installed.		
17	" #14 Solid Ins.	" "	400			
18	" #10 " 1 condr.	" "	100			
19	Bond Wire Protector	Each	2			
20	Nico-Press Sleeves #1-162J	"	4			
21	Dead End Clevices #1341	"	2			
22	Machine Bolts 5/8"x6"	"	2			
23	Total (1) Signal Indicator and Flagmen's Phones and					
24	Total Weekly Report Summary No. 51					18.73

Salem, Oregon January 15, 1953

STATE OF OREGON

To Southern Pacific Co. 65 Market St. San Francisco 5, Calif, Dr.

Project Modoc Point-Barkley Springs (Oxxy-Modoc Point)

Highway Comm. Agreement No. RR388

Sub-Division No.

Ry. Company's Agreement No. Audit 89291

Estimate No. 6

Period Covered October & November, 1952

Prefix & Acct. No. 18-1052

Item	Total Amount To Date	Previous Amount	Present Amount
Bill #424543	3,402.07	3,402.07	
Bill #237264	6,106.47	6,106.47	
Bill #424999	5,824.52	5,824.52	
Bill #426890	5,714.70	5,714.70	
Bill #425457	4,818.51	4,818.51	
Bill #427262	1,737.41	1,737.41	
Bill #427718	1,871.85		1,871.85
Bill #427720	1,589.50		1,589.50
Totals	30,065.03	26,603.68	3,461.35
Retained 10 %	3,006.50	2,660.37	346.13
Total Payments	27,058.53	23,943.31	3,115.22

Pay This Estimate $ 3,115.22

Computed by ______ Checked by ______

Approved Field Engr. ______

Approved:

Previous Voucher No. ______

Bridge Office Engineer

JH

BILL COLLECTIBLE

Bill No. 42771

Quote above number when remitting

Month's Account DECEMBER 1952

Shasta [illegible]

Dept. No.

Date Made JAN 9 1953 19

To SOUTHERN PACIFIC COMPANY, Dr.

[illegible]
State Highway Commission
Salem, Oregon

Attn: Mr. R. [illegible]

MAKE REMITTANCE TO:
Southern Pacific Company
CARE OF LOCAL TREASURER,
65 Market Street,
San Francisco 5, California

For cost of labor [illegible] in connection with Highway relocation - [illegible] provisions of Agreement Audit No. [illegible]
Estimate No. 7 Octob[illegible]
I certify that the above bill [illegible] that payment therefor has not been [illegible] statutory requirements [illegible] standards, and all conditions of purchase [illegible] transactions have been complied with; [illegible] not included in the amount [illegible]
SOUTHERN PACIFIC COMPANY
[illegible], Auditor of Disbursements

4

DISTRIBUTION: CW Sheppard [illegible]

For further information address:
Auditor of Miscellaneous Accounts,
Southern Pacific Company,
San Francisco 5, California

427718

SOUTHERN PACIFIC COMPANY

MONTHLY ESTIMATE OF FORCE ACCOUNT WORK

Highway Relocation Ouxy to Modoc Point, Oregon
In Accordance with Agreement Audit No. 89291, dated April 22, 1952
Between State of Oregon, State Highway Commission and
Southern Pacific Company

ESTIMATE No. 7 October 1952

Description (1)	Total Work To Date (2)	Previous Estimates (3)	This Estimate (4)
	$	$	$
(1) Install Flagman's Facilities	767.35	767.35	-
(2) Protect Railroad Facilities	12.15	12.15	-
(3) Engineer - Inspection	12,598.70	11,433.42	1,165.28
(4) Flagging	15,899.29	15,192.72	706.57
(5) Accounting	198.04	198.04	-
Total	29,475.53	27,603.68	1,871.85
Total this Estimate			1,871.85

This Estimate is based on Weekly Report Summaries Nos. 34 to 38 Incl.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - Gary to Hades Pt., Oregon
In Accordance with Agreement Audit No. #9291, dated April 22, 1952
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY NO. 34 Period Ending Oct. 4, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4) $	Amount (5) $	Total (6) $
1	(3) Engineering - Inspection					
2	Engr. Insp. ($390.00/184)	Hour	24	2.1196	50.87	
3	" " Overtime	"	16	3.1794	50.87	
4					101.74	
5	Supervision		$101.74	10.00 %	10.17	
6	Vacation Allowance		101.74	3.00 %	3.05	
7	Railroad Retirement and					
8	Unemployment Compensation Taxes		104.79	6.00 %	6.29	
9	Workmen's Compensation Insurance		101.74	3.00 %	3.05	
10	Public Liability & Property Damage Ins.		101.74	1.00 %	1.02	125.32
11						
12	Personal Expense					
13	E. J. McGregor, Engr. Insp	Meals	12		17.00	
14	" " " "	Lodging	4	2.50	10.00	27.00
15	Employee's Automobile					
16	E. J. McGregor	Miles	180	.07		12.60
						164.92
17	Total (3) Engineering - Inspection					
18	(4) Flagging					
19	Foreman ($307.05/184) Ex. No.18	Hour	24	1.6688	40.05	
20	" Overtime "	"	16	2.72	43.52	
21					83.57	
22	Supervision		$83.57	10.00 %	8.36	
23	Vacation Allowance		83.57	3.00 %	2.51	
24	Railroad Retirement and					
25	Unemployment Compensation Taxes		86.08	6.00 %	5.16	
26	Workmen's Compensation Insurance		83.57	3.00 %	2.51	
27	Public Liability & Property Damage Ins.		83.57	1.00 %	.84	
						102.95
28	Total (4) Flagging					
						267.87
29	Total Weekly Report Summary No. 34					

RECEIVED
1952
HIGHWAY COMMISSION

O.K. 12 [illegible] 1952
Div. Engr.
APPROVED Division Engr.

RECEIVED
DEC 31 1952
ACCOUNTING DIVISION

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - [illegible] to [illegible] Pt., Oregon
In Accordance with Agreement Audit No. 89291, dated April 22, 1952
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY NO. 35 Week Ending Oct. 11, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(3) Engineering - Inspection					
2	Engr. Insp. ($390.00/184)	Hour	40	2.1196	84.78	
3	" " Overtime	"	20	3.1794	63.59	
4					148.37	
5	Supervision		$148.37	10.00 %	14.84	
6	Vacation Allowance		148.37	3.00 %	4.45	
7	Railroad Retirement and					
8	Unemployment Compensation Taxes		152.82	6.00 %	9.17	
9	Workmen's Compensation Insurance		148.37	3.00 %	4.45	
10	Public Liability & Property Damage Ins.		148.37	1.00 %	1.48	
11						182.76
12	Personal Expense					
13	E. J. McGregor, Engr. Insp.	Meals	21		30.45	
14	" " " "	Lodging	7	2.50	17.50	47.95
15	Employee's Automobile					
16	E. J. McGregor	Miles	270	.07		18.90
17	Total (3) Engineering - Inspection					249.61
18	(4) Flagging					
19	Foreman ($307.05/184) Wr. No.18	Hour	40	1.6688	66.75	
20	" Overtime "	"	20	2.72	54.40	
21					121.15	
22	Supervision		$121.15	10.00 %	12.12	
23	Vacation Allowance		121.15	3.00 %	3.63	
24	Railroad Retirement and					
25	Unemployment Compensation Taxes		124.78	6.00 %	7.49	
26	Workmen's Compensation Insurance		121.15	3.00 %	3.63	
27	Public Liability & Property Damage Ins.		121.15	1.00 %	1.21	
28						149.23
29	Total (4) Flagging					149.23
30	Total Weekly Report Summary No. 35					398.84

O.K. 1952
DIV. ENGR.
APPROVED Division Engr.

DIVISION ACCOUNTING
DEC 3 1952
RECEIVED

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - Agency to Modoc Pt., Oregon
In Accordance with agreement audit No. 89271, dated April 22, 1952
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY NO. 36

Week Ending Oct. 18, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4) $	Amount (5) $	Total (6) $
1	(3) Engineering - Inspection	Hour	40	2.1196	84.78	
2	Engr. Insp. ($390.00/184)	"	20	3.1794	63.59	
3	" " Overtime				148.37	
4			$148.37	10.00 %	14.84	
5	Supervision		148.37	3.00 %	4.45	
6	Vacation Allowance					
7	Railroad Retirement and		152.82	6.00 %	9.17	
8	Unemployment Compensation Taxes		148.37	3.00 %	4.45	
9	Workmen's Compensation Insurance		148.37	1.00 %	1.48	
10	Public Liability & Property Damage Ins.					182.76
11						
12	Personal Expense	Meals	21		30.15	
13	E. J. McGregor, Engr. Insp.	Lodging	7	3.00	21.00	
14	" " " "					51.15
15						
16	Employee's Automobile	Miles	50	.07	3.50	
17	E. J. McGregor	"	220	.06	13.20	
18	" "					16.70
19						250.61
20	Total (3) Engineering - Inspection					
21	(4) Flagging	Hour	40	1.6688	66.75	
22	Foreman ($307.05/184) Ex.No.18	"	20	2.72	54.40	
23	" Overtime "				121.15	
24			$121.15	10.00 %	12.12	
25	Supervision		121.15	3.00 %	3.63	
26	Vacation Allowance					
27	Railroad Retirement and		124.78	6.00 %	7.49	
28	Unemployment Compensation Taxes		121.15	3.00 %	3.63	
29	Workmen's Compensation Insurance		121.15	1.00 %	1.21	
30	Public Liability & Property Damage Ins.					149.23
31						149.23
32	Total (4) Flagging					399.84
33	Total Weekly Report Summary No. 36					

O.K. 12 [illegible] 1952

APPROVED [illegible]
Division Engr.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - [illegible] to Modoc Pt., Oregon
In Accordance with Agreement Audit No. 89291, dated April 22, 1 952
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY NO. 37 Week Ending Oct. 25, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
1	(3) Engineering - Inspection					
2	Engr. Insp. ($390.00/184)	Hour	40	2.1196	84.78	
3	" " Overtime	"	26	3.1796	82.66	
4					167.44	
5	Supervision		$167.44	10.00 %	16.74	
6	Vacation Allowance		167.44	3.00 %	5.02	
7	Railroad Retirement and					
8	Unemployment Compensation Taxes		172.46	6.00 %	10.35	
9	Workmen's Compensation Insurance		167.44	3.00 %	5.02	
10	Public Liability & Property Damage Ins.		167.44	1.00 %	1.67	206.24
11						
12	Personal Expense					
13	E. J. McGregor, Engr. Insp.	Meals	21		30.30	
14	" " " "	Lodging	7	3.00	21.00	51.30
15						
16	Employee's Automobile					
17	E. J. McGregor	Miles	285	.06		17.10
						274.64
18	Total (3) Engineering - Inspection					
19	(4) Flagging					
20	Foreman ($307.05/184) Wr. No.18	Hour	40	1.6688	66.75	
21	" Overtime "	"	26	2.72	70.72	
22					137.47	
23	Supervision		$137.47	10.00 %	13.75	
24	Vacation Allowance		137.47	3.00 %	4.12	
25	Railroad Retirement and					
26	Unemployment Compensation Taxes		141.59	6.00 %	8.50	
27	Workmen's Compensation Insurance		137.47	3.00 %	4.12	
28	Public Liability & Property Damage Ins.		137.47	1.00 %	1.37	169.33
29						
30	Total (4) Flagging					169.33
31	Total Weekly Report Summary No. 37					443.97

DEC 3 1925

O.K. 1952

APPROVED

Division Engr.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - [illegible] to Modoc Pt., Oregon
In Accordance with Agreement Audit No. 89291, dated April 22, 1952
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY NO. 18 Period Ending Oct. 31, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(3) Engineering - Inspection					
2	Engr. Insp. ($390.00/184)	Hour	40	2.1196	84.78	
3	" " Overtime	"	16	3.1794	50.87	
4					135.65	
5	Supervision					
6	Vacation Allowance		$135.65	10.00 %	13.57	
7	Railroad Retirement and		135.65	3.00 %	4.07	
8	Unemployment Compensation Taxes		139.72	6.00 %	8.38	
9	Workmen's Compensation Insurance		135.65	3.00 %	4.07	
10	Public Liability & Property Damage Ins.		135.65	1.00 %	1.36	
11						167.10
12	Personal Expense					
13	E. J. McGregor, Engr. Insp.	Meals	18		26.90	
14	" " " "	Lodging	6	3.00	18.00	
15						44.90
16	Employee's Automobile					
17	E. J. McGregor	Miles	225	.06		13.50
18	Total (3) Engineering - Inspection					225.50
19	(4) Flagging					
20	Foreman ($307.05/184) Wk.No.18	Hour	40	1.6688	66.75	
21	" Overtime "	"	16	2.72	43.52	
22					110.27	
23	Supervision					
24	Vacation Allowance		$110.27	10.00 %	11.03	
25	Railroad Retirement and		110.27	3.00 %	3.31	
26	Unemployment Compensation Taxes		113.58	6.00 %	6.81	
27	Workmen's Compensation Insurance		110.27	3.00 %	3.31	
28	Public Liability & Property Damage Ins.		110.27	1.00 %	1.10	
29						135.83
30	Total (4) Flagging					135.83
31	Total Weekly Report Summary No. 38					361.33

DEC
RECEIVED

O.K. 12 1952
DIV. ENGR.
APPROVED Dean Swift
Division Engr.

38 5-52 100M

BILL COLLECTIBLE

S-165
(A.A.R. 206)

Bill No. 42772

Quote above number when remitting

Month's Account [illegible]

Shasta Division

Dept. No. [illegible]

Date Made JAN 9 1953 19

To SOUTHERN PACIFIC COMPANY, Dr.

State of Oregon
State Highway Commission
Salem, Oregon

Attn: Mr. [illegible]

MAKE REMITTANCE TO:
Southern Pacific Company
CARE OF LOCAL TREASURER,
65 Market Street,
San Francisco 5, California

[illegible] in connection with [illegible] provision of Agreement [illegible]
Estimate No. [illegible]
I certify that the [illegible] that payment therefor has not been [illegible] sales [illegible]
[illegible]
R. V. COLE, Auditor of [illegible]

		[illegible] u

DISTRIBUTION: C W Sheppard [illegible] Clerk

For further information address:
Auditor of Miscellaneous Accounts,
Southern Pacific Company,
San Francisco 5, California

427720

SOUTHERN PACIFIC COMPANY

MONTHLY ESTIMATE OF FORCE ACCOUNT WORK

Highway Relocation Ouxy to Modoc Point, Oregon
In Accordance with Agreement Audit No. 89291, dated April 22, 1952
Between State of Oregon, State Highway Commission and
Southern Pacific Company

ESTIMATE No. 8 November 1952

Description (1)	Total Work To Date (2)	Previous Estimates (3)	This Estimate (4)
	$	$	$
(1) Install Flagmen's Facilities	767.35	767.35	-
(2) Protect Railroad Facilities	12.15	12.15	-
(3) Engineer - Inspection	13,624.91	12,598.70	1,026.21
(4) Flagging	16,462.58	15,899.29	563.29
(5) Accounting	198.04	198.04	-
Total	31,065 03	29,475.53	1,589.50
Total this Estimate			1,589.50

This Estimate is based on Weekly Report Summaries Nos. 39 to 43 Incl.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - [illegible] to Modoc Point, Oregon
In Accordance with Agreement Audit No. 89291, dated April 22, 1952
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY NO. 39 — Period Ending December 1, 1952

	Description	Unit (1)	Quantity (2)	Unit Rate (3) $	Amount (4) $	Total (5) $
1	(3) Engineering-Inspection					
2	Engr. Insp. Overtime	hour	12	3.8980	46.78	
3	Supervision		$46.78	10.00%	4.68	
4	Vacation Allowance		46.78	3.00%	1.40	
5	Railroad Retirement and					
6	Unemployment Compensation Taxes		48.18	6.00%	2.89	
7	Workmen's Compensation Insurance		46.78	3.00%	1.40	
8	Public Liability and					
9	Property Damage Insurance		46.78	1.00%	.47	57.62
10	Personal Expense					
11	E.J. Macgregor, Engr. Insp.	Meal	3		4.30	
12	" " " "	Lodging	1		3.00	7.30
13	Employees Automobile					
14	E.J. Macgregor	Mile	45	.07		3.15
15	Total (3) Engineering - Inspection					68.07
16	(4) Flagging					
17	Foreman Overtime Ex.No.18	Hour	12	2.72	32.64	
18	Supervision		$32.64	10.00%	3.26	
19	Vacation Allowance		32.64	3.00%	.98	
20	Railroad Retirement and					
21	Unemployment Compensation Taxes		33.62	6.00%	2.02	
22	Workmen's Compensation Insurance		32.64	3.00%	.98	
23	Public Liability and					
24	Property Damage Insurance		32.64	1.00%	.33	40.21
25	Total (4) Flagging					40.21
26	Total Weekly Report Summary No. 39					108.28

O.K. 12-24 52
APPROVED

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - [illegible] to [illegible] Point, Oregon
In Accordance with Agreement Audit No. [illegible], dated April 22, 1952
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 40

Week Ending [illegible], 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(3) Engineering-Inspection					
2	Engr. Insp. (395.[illegible]/152)	Hour	40	2.5987	103.95	
3	" " Overtime	"	25	3.8980	97.45	
4					201.40	
5	Supervision					
6	Vacation Allowance		$201.40	10.00%	20.14	
7	Railroad Retirement and		201.40	3.00%	6.04	
8	Unemployment Compensation Taxes					
9	Workmen's Compensation Insurance		207.44	6.00%	12.45	
10	Public Liability and		201.40	3.00%	6.04	
11	Property Damage Insurance		201.40	1.00%	2.01	248.08
12	Personal Expense					
13	R.J. [illegible], Engr. Insp.	Meal	21		30.95	
14	" " " "	Lodging	7	3.00	21.00	51.95
15	Employe's Automobile					
16	R.J. [illegible]	Mile	270	.07		18.90
17	Total (3) Engineering - Inspection					318.93
18	(4) Flagging					
19	Foreman (307.05/152) [illegible].18	Hour	40	2.0201	80.80	
20	" Overtime "	"	25	2.72	68.00	
21					148.80	
22	Supervision					
23	Vacation Allowance		$148.80	10.00%	14.88	
24	Railroad Retirement and		148.80	3.00%	4.46	
25	Unemployment Compensation Taxes					
26	Workmen's Compensation Insurance		153.26	6.00%	9.20	
27	Public Liability and		148.80	3.00%	4.46	
28	Property Damage Insurance		148.80	1.00%	1.49	183.29
29	Total (4) Flagging					183.29
30	Total Weekly Report Summary No. 40					502.22

O.K. [illegible] 52

APPROVED

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - [illegible] to Modoc Point, Oregon
In Accordance with Agreement Audit No. [illegible], dated April 22, 1952
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 41 Week ending November 15, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(3) Engineering-Inspection					
2	Engr. Insp. (498.95/192)	Hour	40	2.5987	103.95	
3	" " Overtime	"	20	3.8980	77.96	
4					181.91	
5	Supervision		181.91	10.00%	18.19	
6	Vacation Allowance		181.91	3.00%	5.46	
7	Railroad Retirement and					
8	Unemployment Compensation Taxes		187.37	6.00%	11.24	
9	Workmen's Compensation Insurance		181.91	3.00%	5.46	
10	Public Liability and					
11	Property Damage Insurance		181.91	1.00%	1.82	224.08
12	Personal Expense					
13	E.J. [illegible], Engr. Insp.	Meal	21		31.50	
14	" " " "	Lodging	7	3.00	21.00	52.50
15	Employee's Automobile					
16	E.J. [illegible]	Mile	185	.07	12.95	
17	" "	"	85	.06	5.10	18.05
18	Total (3) Engineering-Inspection					294.63
19	(4) Flagging					
20	Foreman (307.05/192) Sec. 18	Hour	40	2.0201	80.80	
21	" Overtime "	"	20	2.72	54.40	
22					135.20	
23	Supervision		135.20	10.00%	13.52	
24	Vacation Allowance		135.20	3.00%	4.06	
25	Railroad Retirement and					
26	Unemployment Compensation Taxes		139.26	6.00%	8.36	
27	Workmen's Compensation Insurance		135.20	3.00%	4.06	
28	Public Liability and					
29	Property Damage Insurance		135.20	1.00%	1.35	166.55
30	Total (4) Flagging					166.55
31	Total Weekly Report Summary No. 41					461.18

O.K. 12 [illegible] 1952

APPROVED

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - [illegible] to Modoc Point, Oregon
In Accordance with Agreement Audit No. 89280, dated April 22, 1952
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY NO. 42

Week Ending November 22, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(3) Engineering-Inspection					
2	Engr. Insp. (395.00/152)					
3	" "	Hour	40	2.5987	103.95	
4	" " Overtime	"	22	3.8980	85.76	
5	Supervision				189.71	
6	Vacation Allowance		$189.71	10.00%	18.97	
7	Railroad Retirement and		189.71	3.00%	5.69	
8	Unemployment Compensation Taxes					
9	Workmen's Compensation Insurance		195.40	6.00%	11.72	
10	Public Liability and		189.71	3.00%	5.69	
11	Property Damage Insurance		189.71	1.00%	1.90	233.68
12	Personal Expense					
13	E.J. McGregor, Engr. Insp.	Meal	21		31.45	
14	" " " "	Lodging	7	3.00	21.00	52.45
15	Employee's Automobile					
16	E.J. McGregor	Mile	270	.06		16.20
17	Total (3) Engineering-Inspection					302.33
18	(4) Flagging					
19	Foreman (307.05/152) [illegible]					
20	"	Hour	40	2.0201	80.80	
21	" Overtime "	"	22	2.72	59.84	
22	Supervision				140.64	
23	Vacation Allowance		$140.64	10.00%	14.06	
24	Railroad Retirement and		140.64	3.00%	4.22	
25	Unemployment Compensation Taxes					
26	Workmen's Compensation Insurance		144.86	6.00%	8.69	
27	Public Liability and		140.64	3.00%	4.22	
28	Property Damage Insurance		140.64	1.00%	1.41	173.24
29	Total (4) Flagging					173.24
30	Total Weekly Report Summary No. 42					475.57

OK 12-24 1952

APPROVED

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - [illegible] to Modoc Point, Oregon
In Accordance with Agreement Audit No. 89291, dated April 22, 1952
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY NO. 43 — Week Ending November 29, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(3) Engineering-Inspection					
2	Engr. Insp. (395.00/152)	Hour	8	2.5987	20.79	
3	Supervision		$20.79	10.00%	2.08	
4	Vacation Allowance		20.79	3.00%	.62	
5	Railroad Retirement and					
6	Unemployment Compensation Taxes		21.41	6.00%	1.28	
7	Workmen's Compensation Insurance		20.79	3.00%	.62	
8	Public Liability and					
9	Property Damage Insurance		20.79	1.00%	.21	25.60
10	Personal Expense					
11	R.J. McGregor, Engr. Insp.	Meals	5		7.65	
12	" " " "	Lodging	1		3.00	10.65
13	Employee's Automobile					
14	R.J. McGregor	Mile	100	.06		6.00
15	Total (3) Engineering-Inspection					42.25
16	Total Weekly Report Summary No. 43					42.25

O.K. 12-22 1952
APPROVED

Salem, Oregon November 18, 1952

STATE OF OREGON

To Southern Pacific Company, Dr.

65 Market St., SanFrancisco 5, California

Project Modoc Point-Barkley Springs

Highway Comm. Agreement No. 388

Sub-Division No.

Ry. Company's Agreement No. Audit 89291

Estimate No. 5

Period Covered August 1952

Prefix & Acct. No. 18-1052

Item	Total Amount To Date	Previous Amount	Present Amount
Bill No. 424543	3,402.07	3,402.07	
Bill No. 237264	6,106.47	6,106.47	
Bill No. 424999	5,824.52	5,824.52	
Bill No. 426890	5,714.70	5,714.70	
Bill No. 425457	4,818.51	-0-	21 4,818.51
Bill No. 427262	1,737.41	-0-	1,737.41
Totals	7 5 26,603.68	21,047.76	82 5,555.92
Retained 10 %	7 6 2,660.37	2,104.78	58 555.59
Total Payments	24843,22 23,943.31	18,942.98	24 5,000.33

Pay This Estimate $5,000.33

Computed by_____ Checked by_____

Approved Field Engr._____

Approved:

Previous Voucher No._____

Bridge Office Engineer

5-51-100M

S-130
(A.A.R. 206)

BILL COLLECTIBLE

Bill No. 42[illegible]457
Quote above number when remitting

Month's Account September 1952
Shasta Division Dept. No. J-365
Date Made OCT 10 1952 19

GW

To SOUTHERN PACIFIC COMPANY, Dr.

State of Oregon
State Highway Commission
Salem, Oregon.

Attn: Mr. R. H. Baldock

MAKE REMITTANCE TO:
Southern Pacific Company,
CARE OF LOCAL TREASURER,
65 Market Street,
San Francisco 5, California

For cost of labor and material furnished in connection with Highway relocation - Cuxy to Modoc Point, Oregon, per provisions of Agreement Audit No. 89291 dated April 22,1952 Estimate No. 5 August 1952 I certify that the above bill is correct and just; that payment therefor has not been received; that all statutory requirements as to American production and labor standards and all conditions of purchase applicable to the transaction have been complied with; and that State or local sales taxes are not included in the amounts billed. SOUTHERN PACIFIC COMPANY R. V. COLE, Auditor of Disbursements By ________________ Chief Clerk		$ 4,818.51

DISTRIBUTION:

For further information address:
Auditor of Miscellaneous Accounts,
Southern Pacific Company,
65 Market Street,
San Francisco 5, California

425457

SOUTHERN PACIFIC COMPANY

MONTHLY ESTIMATE OF FORCE ACCOUNT WORK

Highway Relocation Ouxy to Modoc Point, Oregon
In Accordance with Agreement Audit No. 89291, dated April 22, 1952
Between State of Oregon, State Highway Commission and
Southern Pacific Company

ESTIMATE No. 5 August 1952

Description (1)	Total Work To Date (2)	Previous Estimates (3)	This Estimate (4)
	$	$	$
(1) Install Flagman s Facilities	765.10	765.10	–
(2) Protect Railroad Facilities	12.15	12.15	–
(3) Engineer – Inspection	10,351.25	8,156.72	2,194.53
(4) Flagging	14,572.98	11,993.35	2,579.63
(5) Accounting	164.79	120.44	44.35
Total	25,866.27	21,047.76	4,818.51
Total this Estimate			4,818.51

This Estimate is based on Weekly Report Summaries Nos. 23 to 28 Incl.

Sheet 1 of 2 sheets

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - [illegible] to [illegible] Pt., Oregon
In Accordance with Agreement Audit No. [illegible], dated April 22, 1952
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 23 Period Ending August 2, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4) $	Amount (5) $	Total (6) $
1	(3) ENGINEERING-INSPECTION					
2	Engr. Insp. (400.00/168)	Hour	8	2.3810	19.05	
3	" " Overtime	"	14	3.5714	50.00	
4	" " (390.00/168)	"	8	2.3214	18.57	
5	" " Overtime	"	15	3.4822	52.23	
6					139.85	
7	Vacation Allowance		$139.85	3.00%	4.20	
8	Railroad Retirement and					
9	Unemployment Compensation Taxes		144.05	6.25%	9.00	
10	Workmen's Compensation Insurance		144.05	3.00%	4.32	
11	Public Liability and					
12	Property Damage Insurance		144.05	1.00%	1.44	158.81
13	Personal Expense					
14	* G.L. Beckman Engr. Insp.	Meals	6		8.40	
15	" " " "	Lodging	2	2.50	5.00	
16	R.J. McGregor " "	Meals	6		8.00	
17	" " " "	Lodging	2	2.50	5.00	26.40
18	* Total hours shown on daily reports.					
19	Employee's Automobile					
20	G.L. Beckman	Miles	90	.07	6.30	
21	R.J. McGregor	"	80	.07	5.60	11.90
22	Total (3) Engineering-Inspection					197.11
23	(4) FLAGGING					
24	Foreman (303.66/168) Em.No.18	Hour	8	1.8075	14.46	
25	" Overtime "	"	14	2.69	37.66	
26	Laborer "	"	8	1.479	11.83	
27	" Overtime "	"	12	2.219	26.63	
28	" "	"	11	2.201	24.21	
29	Foreman (303.66/168) Em.No.19	"	8	1.8075	14.46	
30	" Overtime "	"	13	2.69	34.97	
31	Laborer "	"	16	1.467	23.47	
32	* " Overtime "	"	14-1/2	2.201	31.91	
33					219.60	

Sheet 2 of 2 sheets

PROJECT: Highway Relocation - [illegible]

WEEKLY REPORT SUMMARY No. 23

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	Vacation Allowance		229.46	1.00%	6.[illegible]	
2	Railroad Retirement and					
3	Unemployment Compensation Taxes		226.19	6.25%	14.14	
4	Workmen's Compensation Insurance		226.19	3.00%	6.79	
5	Public Liability and					
6	Property Damage Insurance		226.19	1.00%	2.2[illegible]	2[illegible]0.3[illegible]
7	* Total hours shown on daily reports					
8	Total (4) Flagging					2[illegible]0.3[illegible]
9	Total Weekly Report Summary No. 23					[illegible]4[illegible]

O.K. 10/14 1952

RES. ENGR.

APPROVED

Chief Engr.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - [illegible] to Modoc Pt., Oregon
In Accordance with Agreement Audit No. 59291, dated April 22, 1958
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 24 Week Ending August 9, 1958

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(3) ENGINEERING-INSPECTION					
2	Engr. Insp. (400.00/168)	Hour	40	2.3810	95.24	
3	" " Overtime	"	26	3.5714	92.86	
4	" " (390.00/168)	"	40	2.3214	92.86	
5	" " Overtime	"	25-1/2	3.4822	88.80	
6					369.76	
7	Vacation Allowance		$369.76	3.00%	11.09	
8	Railroad Retirement and					
9	Unemployment Compensation Taxes		380.85	6.25%	23.80	
10	Workmen's Compensation Insurance		380.85	3.00%	11.43	
11	Public Liability and					
12	Property Damage Insurance		380.85	1.00%	3.81	419.89
13	Personal Expense					
14	G.L. Beckman Engr. Insp.	Meals	21		29.85	
15	" " " "	Lodging	7	2.50	17.50	
16	E.J. McGregor " "	Meals	21		29.35	
17	" " " "	Lodging	7	2.50	17.50	94.20
18	Employee's Automobile					
19	G.L. Beckman	Miles	265	.07	18.55	
20	E.J. McGregor	"	240	.07	16.80	35.35
21	Total (3) Engineering-Inspection					549.44
22	(4) FLAGGING					
23	Foreman (303.66/168) Ex.No.18	Hour	40	1.8075	72.30	
24	" Overtime "	"	26	2.69	69.94	
25	Laborers "	"	80	1.467	117.36	
26	" Overtime "	"	35	2.201	77.04	
27	Foreman (303.66/168) Ex.No.19	"	40	1.8075	72.30	
28	" Overtime "	"	20-1/2	2.69	55.15	
29	Laborers "	"	40	1.479	59.16	
30	" Overtime "	"	18	2.219	39.94	
31	* " "	"	32	1.467	46.94	
32	" Overtime "	"	18	2.201	39.62	
33	* Total hours per daily reports.					

Sheet 2 of 2 sheets

PROJECT: Highway Relocation - [illegible]

WEEKLY REPORT SUMMARY No. 24

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	Vacation Allowance		$649.75	3.00%	19.49	
2	Railroad Retirement and					
3	Unemployment Compensation Taxes		669.24	6.25%	41.83	
4	Workmen's Compensation Insurance		669.24	3.00%	20.08	
5	Public Liability and					
6	Property Damage Insurance		669.24	1.00%	6.69	737.84
7	Total (4) Flagging					737.84
8	Total Weekly Report Summary No. 24					1387.28

O.K. 10/14 1952
Res. Engr.
[illegible]
APPROVED
Division Engr.

Sheet 1 of 2 sheets

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - [illegible] to [illegible] Pt., Oregon
In Accordance with Agreement Audit No. 89291, dated April 22, 1952
Between the State of California, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No.25 Week Ending August 16,1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
1	(3) ENGINEERING-INSPECTION					
2	Engr. Insp. (400.00/168)	Hour	40	2.3810	95.24	
3	" " Overtime	"	26	3.5714	92.86	
4	" " (390.00/168)	"	40	2.3214	92.86	
5	" " Overtime	"	29	3.4822	100.98	
6					381.94	
7	Vacation Allowance		$381.94	3.00%	11.46	
8	Railroad Retirement and					
9	Unemployment Compensation Taxes		393.40	6.25%	24.59	
10	Workmen's Compensation Insurance		393.40	3.00%	11.80	
11	Public Liability and					
12	Property Damage Insurance		393.40	1.00%	3.93	433.72
13	Personal Expense					
14	G.L. Beckman Engr. Insp.	Meals	21		29.90	
15	" " " "	Lodging	7	2.50	17.50	
16	R.J. McGregor " "	Meals	21		29.40	
17	" " " "	Lodging	7	2.50	17.50	94.30
18	Employee's Automobile					
19	G.L. Beckman	Miles	145	.07	10.15	
20	" "	"	125	.06	7.50	
21	R.J. McGregor	"	180	.07	12.60	
22	" "	"	60	.06	3.60	33.85
23	Total (3) Engineering-Inspection					561.87
24	(4) FLAGGING					
25	Foreman (303.66/168) Ex.No.18	Hour	40	1.8075	72.30	
26	" Overtime "	"	26	2.69	69.94	
27	Laborers "	"	80	1.467	117.36	
28	" Overtime "	"	35	2.201	77.04	
29	Foreman (303.66/168) Ex.No.19	"	40	1.8075	72.30	
30	" Overtime "	"	23	2.69	61.87	
31	Laborer "	"	40	1.479	59.16	
32	" Overtime "	"	23	2.219	51.04	
33	" "	"	40	1.467	58.68	
34	" Overtime "	"	23	2.201	50.62	
35					690.31	

Sheet 2 of 2 sheets

PROJECT: Highway Relocation - [illegible]

WEEKLY REPORT SUMMARY No. 25

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	Vacation Allowance		$690.31	3.00%	20.71	
2	Railroad Retirement and					
3	Unemployment Compensation Taxes		711.02	6.25%	44.44	
4	Workmen's Compensation Insurance		711.02	3.00%	21.33	
5	Public Liability and					
6	Property Damage Insurance		711.02	1.00%	7.11	783.90
7	Total (4) Flagging					783.90
8	(5) ACCOUNTING					
9	Engr. Acct. (410.00/168)	Hour	12	2.4405	29.29	
10	Vacation Allowance		$29.29	3.00%	.88	
11	Railroad Retirement and					
12	Unemployment Compensation Taxes		30.17	6.25%	1.89	
13	Workmen's Compensation Insurance		30.17	3.00%	.91	
14	Public Liability and					
15	Property Damage Insurance		30.17	1.00%	.30	33.27
16	Total (5) Accounting					33.27
17	Total Weekly Report Summary No. 25					1379.04

O.K. 10 [illegible] 1952
REG. ENGR. [illegible]
CAREFULLY [illegible]
APPROVED [illegible]
Division Engr.

OCT 30 1952

Sheet 1 of 2 sheets

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - [illegible] to [illegible] Pt., Oregon
In Accordance with Agreement Audit No. [illegible], dated April 22,1952
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 26 — Week Ending August 23,1952

	Description (1)		Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
1	(3) ENGINEERING-INSPECTION						
2	Engr. Insp. (400.00/168)		Hour	40	2.3810	95.24	
3	" " Overtime		"	26	3.5714	92.86	
4	" " (390.00/168)		"	40	2.3214	92.86	
5	" " Overtime		"	29	3.4821	100.98	
6						381.94	
7	Vacation Allowance			$381.94	3.00%	11.46	
8	Railroad Retirement and						
9	Unemployment Compensation Taxes			393.40	6.25%	24.59	
10	Public Liability and						
11	Property Damage Insurance			393.40	1.00%	3.93	
12	Workmen's Compensation Insurance			393.40	3.00%	11.80	433.72
13	Personal Expense						
14	G.L. Jackman Engr. Insp.		Meals	21		30.00	
15	" " " "		Lodging	7	2.50	17.50	
16	R.J. McGregor " "		Meals	21		30.45	
17	" " " "		Lodging	7	2.50	17.50	95.45
18	Employee's Automobile						
19	G.L. Jackman		Miles	270	.06	16.20	
20	R.J. McGregor		"	240	.06	14.40	30.60
21	Total (3) Engineering-Inspection						559.77
22	(4) FLAGGING						
23	Foreman (303.66/168)	Ex.No.18	Hour	40	1.8075	72.30	
24	" Overtime	"	"	26	2.69	69.94	
25	Laborers	"	"	40	1.479	59.16	
26	" Overtime	"	"	20	2.219	44.38	
27	Foreman (303.66/168)	Ex.No.19	"	40	1.8075	72.30	
28	" Overtime	"	"	23	2.69	61.87	
29	Laborer	"	"	40	1.479	59.16	
30	" Overtime	"	"	20	2.219	44.38	
31						483.49	

Sheet 2 of 2 sheets

PROJECT: Highway Relocation - [illegible] Oregon

WEEKLY REPORT SUMMARY No. 26

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
1	Vacation Allowance		$483.49	3.00%	14.50	
2	Railroad Retirement and					
3	Unemployment Compensation Taxes		497.99	6.25%	31.12	
4	Workmen's Compensation Insurance		497.99	3.00%	14.94	
5	Public Liability and					
6	Property Damage Insurance		497.99	1.00%	4.98	549.03
7	Total (4) Flagging					549.03
8	(5) ACCOUNTING					
9	Mgr. Acct. ($410.00/168)	Hour	4	2.4405	9.76	
10	Vacation Allowance		$9.76	3.00%	.29	
11	Railroad Retirement and					
12	Unemployment Compensation Taxes		10.05	6.25%	.63	
13	Workmen's Compensation Insurance		10.05	3.00%	.30	
14	Public Liability and					
15	Property Damage Insurance		10.05	1.00%	.10	11.08
16	Total (5) Accounting					11.08
17	Total Weekly Report Summary No. 26					1119.98

O.K. 19 14 1952
REG. ENGR.
CAREFULLY CHECKED FOR DUPLICATION
APPROVED
Division Engr.

Sheet 1 of 1 sheet

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - [illegible] to Modoc Pt., Oregon
In Accordance with Agreement Audit No. 6921, dated April 22, 1952
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 27 — Week Ending August 30, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
1	(3) ENGINEERING-INSPECTION					
2	Engr. Insp. (400.00/168)	Hour	40	2.3810	95.24	
3	" " Overtime	"	26	3.5714	92.86	
4	" " (390.00/168)		8	2.3214	18.57	
5					206.67	
6	Vacation Allowance		$206.67	3.00%	6.20	
7	Railroad Retirement and					
8	Unemployment Compensation Taxes		212.87	6.25%	13.30	
9	Workmen's Compensation Insurance		212.87	3.00%	6.39	
10	Public Liability and					
11	Property Damage Insurance		212.87	1.00%	2.13	234.69
12	Personal Expense					
13	G.L. Beckman Engr. Insp.	Meals	21		29.95	
14	" " " "	Lodging	7	2.50	17.50	
15	E.J. McGregor " "	Meals	6		9.30	
16	" " " "	Lodging	2	2.50	5.00	61.75
17	Employe's Automobile					
18	G.L. Beckman	Miles	270	.06	16.20	
19	E.J. McGregor	"	110	.06	6.60	22.80
20	Total (3) Engineering-Inspection					319.24
21	(4) FLAGGING					
22	Foreman (303.66/168) Sec. No. 18	Hour	40	1.8075	72.30	
23	" Overtime "	"	27	2.69	72.63	
24	Laborer "	"	40	1.479	59.16	
25	" Overtime "	"	11	2.219	24.41	
26					228.50	
27	Vacation Allowance		$228.50	3.00%	6.86	
28	Railroad Retirement and					
29	Unemployment Compensation Taxes		235.36	6.25%	14.71	
30	Workmen's Compensation Insurance		235.36	3.00%	7.06	
31	Public Liability and					
32	Property Damage Insurance		235.36	1.00%	2.35	259.48
33	Total (4) Flagging					259.48
34	Total Weekly Report Summary No. 27					578.72

O.K. 10-14 1952
RES. ENGR.
APPROVED Dean Swift
Division Engr.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - [illegible] to Modoc Pt., Oregon
In Accordance with Agreement Audit No. [illegible], dated April 22, 1952
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 28 — Period Ending August 31, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(3) ENGINEERING-INSPECTION					
2	Personal Expenses					
3	G.L. [illegible] Engr. Insp.	Meals	3		4.50	
4	" " " "	Lodging	1		2.50	7.00
5	Total (3) Engineering-Inspection					7.00
6	Total Weekly Report Summary No. 28					7.00

O.K. 10-14 1952
RES. ENGR.
CAREFULLY CHECKED AND CORRECT
APPROVED
Division Engr.

5-51-100M

S-130
(A.A.R. 206)

SOUTHERN PACIFIC LINES

BILL COLLECTIBLE

Bill No. **42,262**

Quote above number when remitting

Month's Account October 1952

Shasta Division

Dept. No. J-3

Date Made NOV 11 1952 19

To SOUTHERN PACIFIC COMPANY, Dr.

[illegible]

MAKE REMITTANCE TO:
Southern Pacific Company,
CARE OF LOCAL TREASURER,
65 Market Street,
San Francisco 5, California

[illegible]

DISTRIBUTION:

For further information address:
Auditor of Miscellaneous Accounts,
Southern Pacific Company,
65 Market Street,
San Francisco 5, California

42[illegible]62

SOUTHERN PACIFIC COMPANY

MONTHLY ESTIMATE OF FORCE ACCOUNT WORK

Highway Relocation Cury to [illegible], Oregon,
In Accordance with Agreement Audit No. [illegible], dated April [illegible], 1952
Between State of Oregon, State Highway Commission and
Southern Pacific Company

ESTIMATE No. 6 September 1952

Description (1)	Total Work To Date (2)	Previous Estimates (3)	This Estimate (4)
(1) Install Flagman's Facilities	$ 767.35	$ 765.10	$ 2.25
(2) Protect Railroad Facilities	12.15	12.15	
(3) Engineer - Inspection	11,433.42	10,351.25	1,082.17
(4) Flagging	15,192.72	14,572.98	619.74
(5) Accounting	197.94	164.69	33.25
Total	27,603.58	25,866.17	1,737.41
Total this Estimate			1,737.41

This Estimate is based on Weekly Report Summaries Nos. 29 to 33 Incl. and Supplement No. 1 to Weekly Report Summaries Nos. 12, 19 and 25 also Supplement No. 2 to Weekly Report Summary No. 5.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - Drury to Rance Pt., Oregon
In Accordance with Agreement Audit No. C9291, dated April 22, 1952
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 5 — Week ending April 12, 1952
Supplement No. 2

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
1	(A) FLAGGING					
2	Supplies					
3	Globe, Green	Each	1	1.26	1.26	
4	Handling Cost		$1.26	5.00%	.06	1.32
5	Total (A) Flagging					1.32
6	Total Weekly Report Summary No. 5 - Supplement No. 2					1.32

O.K. 11 19 52
APPROVED
Division Engr.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - [illegible] to [illegible] St., Oregon
In Accordance with Agreement Audit No. [illegible], dated April 22, 1952
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No.12
Supplement No.1

Week ending May 31, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
1	(A) Flagging					
2	Supplies					
3	Water Bags 2 gal.	Each	3	.93	2.79	
4	Red Flags & Sticks	"	2	.25	.50	
5	Handling Cost		$ 3.29	5.00%	.16	3.45
6	Total (A) Flagging					3.45
7	Total Weekly Report Summary No. 12 - Supplement No.1					3.45

O.K. 11 [illegible] 52

APPROVED

Division Engr.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF BILLED ACCOUNT WORK

Highway Relocation - [illegible] to Modoc Pt., Oregon
In Accordance with Agreement Audit No. [illegible], dated April 21, 1952
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No.19 — Week Ending July 12, 1952
Supplement No. 1

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4) $	Amount (5) $	Total (6) $
1	(1) SIGNAL INDICATOR AND FLAGMANS PHONES					
2	Equipment [illegible]					
3	Truck #51 Comm.	Miles	45	.05		2.25
4	Total (1) Signal Indicator and Flagmans Phones					2.25
5	Total Weekly Report Summary No. 19 - Supplement No. 1					2.25

O.K. 11 ... 1952
APPROVED Dean Swift
Division Engr.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - Cury to Hudso Pt., Oregon
In Accordance with Agreement Audit No. 89291, dated April 22, 1952
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No.25 August 14, 1952
Supplement No.1

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(4) FLAGGING					
2	Laborer Overtime Ex.No.19	Hour	2-1/2	2.219	5.55	
3	Vacation Allowance		$5.55	3.00%	.17	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		5.72	6.25%	.36	
6	Workmen's Compensation Insurance		5.72	3.00%	.17	
7	Public Liability and					
8	Property Damage Insurance		5.72	1.00%	.06	6.31 Cr.
9	Total (4) Flagging					6.31 "
10	Total Weekly Report Summary No. 25 - Supplement No.1					6.31 Cr.

O.K. 11-8 1952

APPROVED

Division Engr.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - [illegible] to [illegible] Pt., Oregon
In Accordance with Agreement Audit No. 89298, dated April 22,1952
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 29 — Period Ending [illegible] 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
1	(3) ENGINEERING-INSPECTION					
2	Engr. Insp. (400.00/168)	Hour	32	2.3810	76.19	
3	" " Overtime	"	23	3.5714	82.14	
4					158.33	
5	Vacation Allowance		$158.33	3.00%	4.75	
6	Railroad Retirement and					
7	Unemployment Compensation Taxes		163.08	6.25%	10.19	
8	Workmen's Compensation Insurance		163.08	3.00%	4.89	
9	Public Liability and					
10	Property Damage Insurance		163.08	1.00%	1.63	179.79
11	Personal Expense					
12	C.L. [illegible] Engr. Insp.	Meals	18		25.75	
13	" " " "	Lodging	6	2.50	15.00	40.75
14	Employee Automobile					
15	C.L. [illegible]	Miles	225	.07		15.75
16	Total (3) Engineering-Inspection					236.29
17	(4) FLAGGING					
18	Foreman (303.66/168) Em.No.18	Hour	32	1.8075	57.84	
19	" Overtime "	"	23	2.69	61.87	
20					119.71	
21	Vacation Allowance		$119.71	3.00%	3.59	
22	Railroad Retirement and					
23	Unemployment Compensation Taxes		123.30	6.25%	7.71	
24	Workmen's Compensation Insurance		123.30	3.00%	3.70	
25	Public Liability and					
26	Property Damage Insurance		123.30	1.00%	1.23	135.94
27	Total (4) Flagging					135.94
28	Total Weekly Report Summary No. 29					372.23

O.K. 11-[illegible] 1952

APPROVED Dean Swift

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - [illegible] to [illegible] Pt., Oregon
In Accordance with Agreement Audit No. [illegible], dated April 22, 1952
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 30 — Week Ending Sept. 13, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
1	(3) ENGINEERING-INSPECTION			$	$	$
2	Engr. Insp. (390.00/168)	Hour	40	2.3214	92.86	
3	" " Overtime	"	22-1/2	3.4821	78.35	
4					171.21	
5	Vacation Allowance		$ 171.21	3.00%	5.14	
6	Railroad Retirement and					
7	Unemployment Compensation Taxes		176.35	6.25%	11.02	
8	Workmen's Compensation Insurance		176.35	3.00%	5.29	
9	Public Liability and					
10	Property Damage Insurance		176.35	1.00%	1.76	194.42
11	Personal Expense					
12	E.J. McGregor Engr. Insp.	Meals	18		25.45	
13	" " " "	Lodging	6	2.50	15.00	
14	C.L. [illegible] " "	Meals	3		4.50	
15	" " " "	Lodging	1	2.50	2.50	47.45
16	Employe's Automobile					
17	E.J. McGregor	Miles	270	.07		18.90
18	Total (3) Engineering-Inspection					260.77
19	(4) FLAGGING					
20	Foreman (303.66/168) Ex.No.18	Hour	40	1.8075	72.30	
21	" Overtime "	"	22-1/2	2.69	60.53	
22					132.83	
23	Vacation Allowance		$ 132.83	3.00%	3.98	
24	Railroad Retirement and					
25	Unemployment Compensation Taxes		136.81	6.25%	8.55	
26	Workmen's Compensation Insurance		136.81	3.00%	4.10	
27	Public Liability and					
28	Property Damage Insurance		136.81	1.00%	1.37	150.83
29	Total (4) Flagging					150.83
30	Total Weekly Report Summary No. 30					411.60

TS 1325

O.K. 11 1952
Res. Engr.
APPROVED
Division Engr.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - Cury to Meche Pt., Oregon
In Accordance with Agreement Audit No. 89291, dated April 22, 1952
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 31 | **Week Ending Sept. 20, 1952**

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
1	(3) ENGINEERING-INSPECTION					
2	Engr. Insp. (390.00/168)	Hour	40	2.3214	92.86	
3	" " Overtime	"	20	3.4821	69.64	
4					162.50	
5	Vacation Allowance		162.50	3.00%	4.88	
6	Railroad Retirement and					
7	Unemployment Compensation Taxes		167.38	6.25%	10.46	
8	Workmen's Compensation Insurance		167.38	3.00%	5.02	
9	Public Liability and					
10	Property Damage Insurance		167.38	1.00%	1.67	184.53
11	Personal Expense					
12	R.J. McGregor Engr. Insp.	Meals	21		30.75	
13	" " " "	Lodging	7	2.50	17.50	48.25
14	Employee's Automobile					
15	R.J. McGregor	Miles	230	.07	16.10	
16	" "	"	40	.06	2.40	18.50
17	Total (3) Engineering-Inspection					251.28
18	(4) FLAGGING					
19	Foreman (303.66/168) Rm.No.18	Hour	40	1.8075	72.30	
20	" Overtime "	"	21	2.69	56.49	
21					128.79	
22	Vacation Allowance		128.79	3.00%	3.86	
23	Railroad Retirement and					
24	Unemployment Compensation Taxes		132.65	6.25%	8.29	
25	Workmen's Compensation Insurance		132.65	3.00%	3.98	
26	Public Liability and					
27	Property Damage Insurance		132.65	1.00%	1.33	146.25
28	Total (4) Flagging					146.25
29	Total Weekly Report Summary No. 31					397.53

O.K. 11 19 52
APPROVED Dean Swift
Division Engr.

Sheet 1 of 2 sheets

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - Gray to [illegible], Oregon
In Accordance with Agreement Audit No. [illegible], dated April 22, 1952
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY FORCE ACCOUNT REPORT No. 32 — Week Ending Sept. 27, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(3) ENGINEERING-INSPECTION					
2	Supr. Insp. (390.00/168)	Hour	40	2.3214	92.86	
3	" " Overtime	"	20	3.4821	69.64	
4					162.50	
5	Vacation Allowance		$ 162.50	3.00%	4.88	
6	Railroad Retirement and					
7	Unemployment Compensation Taxes		167.38	6.25%	10.46	
8	Workmen's Compensation Insurance		167.38	3.00%	5.02	
9	Public Liability and					
10	Property Damage Insurance		167.38	1.00%	1.67	184.53
11	Personal Expense					
12	E.J. McGregor Supr. Insp.	Meals	21		31.15	
13	" " " "	Lodging	7	2.50	17.50	48.65
14	Employee's Automobile					
15	E.J. McGregor	Miles	270	.06		16.20
16	Total (3) Engineering-Inspection					249.38
17	(4) FLAGGING					
18	Foreman (303.66/168) Ex. No. 18	Hour	40	1.8075	72.30	
19	" Overtime	"	20	2.69	53.80	
20					126.10	
21	Vacation Allowance		$126.10	3.00%	3.78	
22	Railroad Retirement and					
23	Unemployment Compensation Taxes		129.88	6.25%	8.12	
24	Workmen's Compensation Insurance		129.88	3.00%	3.90	
25	Public Liability and					
26	Property Damage Insurance		129.88	1.00%	1.30	143.20
27	Total (4) Flagging					143.20

Sheet 2 of 2 sheets.

PROJECT: Highway Relocation - [illegible]

Weekly Report Summary No. 32

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4) $	Amount (5) $	Total (6) $
1	(5) ACCOUNTING					
2	Engr. Asst. ([illegible])	Hour	8	2.4405	19.52	
3	Vacation Allowance		$19.52	3.00%	.59	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		20.11	6.25%	1.26	
6	Workmen's Compensation Insurance		20.11	3.00%	.60	
7	Public Liability and					
8	Property Damage Insurance		20.11	1.00%	.20	22.17
9	Total (5) Accounting					22.17
10	Total Weekly Report Summary No. 32					414.75

DIVISION ACCOUNTING
NOV 13 1952

11 - - 52
APPROVED
Division Engr.

SOUTHERN PACIFIC COMPANY **Sheet 1 of 2 sheets**

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - Gary to Hodes Pt., Oregon
In Accordance with Agreement Audit No. [illegible], dated April 22, 1952
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No.13 Week Ending Sept. 30, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
1	(3) ENGINEERING-INSPECTION					
2	Engr. Insp. ([illegible].00/168)	Hour	16	2.3214	37.14	
3	" " Overtime	"	4	3.4821	13.93	
4					51.07	
5	Vacation Allowance		51.07	3.00%	1.53	
6	Railroad Retirement and					
7	Unemployment Compensation Taxes		52.60	6.25%	3.29	
8	Workmen's Compensation Insurance		52.60	3.00%	1.58	
9	Public Liability and					
10	Property Damage Insurance		52.60	1.00%	.53	58.00
11	Personal Expense					
12	E.J. [illegible] Engr. Insp.	Meals	18		13.55	
13	" " " "	Lodging	3	2.50	7.50	21.05
14	Employee's Automobile					
15	E.J. [illegible]	Miles	90	.06		5.40
16	Total (3) Engineering-Inspection					84.45
17	(4) FLAGGING					
18	Foreman (303.66/168) Ga.No.18	Hour	16	1.8075	28.92	
19	" Overtime "	"	4	2.69	10.76	
20					39.68	
21	Vacation Allowance		39.68	3.00%	1.19	
22	Railroad Retirement and					
23	Unemployment Compensation Taxes		40.87	6.25%	2.55	
24	Workmen's Compensation Insurance		40.87	3.00%	1.23	
25	Public Liability and					
26	Property Damage Insurance		40.87	1.00%	.41	45.06
27	Total (4) Flagging					45.06

Sheet 2 of 2 sheets

PROJECT: Highway Relocation - [illegible]

Weekly Report Summary No. 33

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(5) ACCOUNTING					
2	Engr. Acct. ($410.00/168)	Hour	4	2.4405	9.76	
3	Vacation Allowance		9.76	3.00%	.29	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		10.05	6.25%	.63	
6	Workmen's Compensation Insurance		10.05	3.00%	.30	
7	Public Liability and					
8	Property Damage Insurance		10.05	1.00%	.10	11.08
9	Total (5) Accounting					11.08
10	Total Weekly Report Summary No. 33					140.99

O.K. 19 52
APPROVED

Salem, Oregon Sept. 24, 1952

STATE OF OREGON

To Southern Pacific Company, Dr.

65 Market St., San Francisco 5, Calif.

Project Modoc Point-
Barkley Springs

Highway Comm. Agreement No. 988

Sub-Division No.

Ry. Company's Agreement No. Audit 89291

Estimate No. 4

Period Covered July 1952

Prefix & Acct. No. 18-1052

Item	Total Amount To Date	Previous Amount	Present Amount
Invoice 424543	3,402.07	3,402.07	
" 237264	6,106.47	6,106.47	
" 424999	5,824.52	5,824.52	
" 426890	5,714.70		5,714.70
Totals	21,047.76	15,333.06	5,714.70
Retained 10 %	2,104.78	1,533.30	571.48
Total Payments	18,942.98	13,799.76	5,143.22

Pay This Estimate $ 5,143.22

Computed by________ Checked by_____

Approved Field Engr.__________

Previous Voucher No.__________

Approved:
C A Gardner
Bridge Office Engineer

-51-100M

S-130
(A.A.R. 206)

BILL COLLECTIBLE 42[illegible]90

Bill No.

Quote above number when remitting

Month's Account AUGUST 1952

Shasta Division Dept. No. S-262

Date Made SEP 10 1952 19

To SOUTHERN PACIFIC COMPANY. Dr.

State of Oregon
State Highway Commission
Salem, Oregon

Attn: Mr. R. H. Baldock

MAKE REMITTANCE TO:
Southern Pacific Company,
CARE OF LOCAL TREASURER,
65 Market Street,
San Francisco 5, California

For cost of labor and material furnished in connection ith Highway relocation - Ouxy to Modoc Pt., Oregon, per rovisions of Agreement Audit No. 89291 dated April 22, 1952. Estimate No. 4 July 1952 I certify that the above bill is correct and just; that yment therefor has not been received; that all statutory re- uirements as to American production and labor standards, and ll conditions of purchase applicable to the transactions have en complied with; and that State or local sales taxes are not cluded in the amounts billed. SOUTHERN PACIFIC COMPANY R. V. COLE, Auditor of Disbursements By C W Sheppard Chief Clerk		$ 5,714.70

STRIBUTION:

For further information address:
Auditor of Miscellaneous Accounts,
Southern Pacific Company,
65 Market Street,
San Francisco 5, California

R-51-100M

S-130
(A.A.R. 206)

BILL COLLECTIBLE 426[illegible]90
Bill No.
Quote above number when remitting

Month's Account AUGUST 1952
Shasta Division
Dept. No. J-262
Date Made SEP 10 1952 19

To SOUTHERN PACIFIC COMPANY. Dr.

State of Oregon
State Highway Commission
Salem, Oregon

Attn: Mr. R. H. Baldock

MAKE REMITTANCE TO:
Southern Pacific Company,
CARE OF LOCAL TREASURER,
65 Market Street,
San Francisco 5, California

For cost of labor and material furnished in connection with Highway relocation - Ouxy to Modoc Pt., Oregon, per provisions of Agreement Audit No. 89291 dated April 22, 1952.

Estimate No. 4 July 1952 — $ 5,714.70

I certify that the above bill is correct and just; that payment therefor has not been received; that all statutory requirements as to American production and labor standards, and all conditions of purchase applicable to the transactions have been complied with; and that State or local sales taxes are not included in the amounts billed.

SOUTHERN PACIFIC COMPANY
R. V. COLE, Auditor of Disbursements
By C W Sheppard Chief Clerk.

DISTRIBUTION:

For further information address:
Auditor of Miscellaneous Accounts,
Southern Pacific Company,
65 Market Street,
San Francisco 5, California

426890

SOUTHERN PACIFIC COMPANY

MONTHLY ESTIMATE OF FORCE ACCOUNT WORK

Highway Relocation Ouxy to Modoc Point, Oregon
In Accordance with Agreement Audit No. 89291, dated April 22, 1952
Between State of Oregon, State Highway Commission and
Southern Pacific Company

ESTIMATE No. 4   July 1952

Description (1)	Total Work To Date (2)	Previous Estimates (3)	This Estimate (4)
	$	$	$
(1) Install Flagman's Facilities	765.10	743.00	22.10
(2) Protect Railroad's Facilities	12.15		12.15
(3) Engineer - Inspection	8,156.72	5,838.75	2,317.97
(4) Flagging	11,993.35	8,662.63	3,330.72
(5) Accounting	120.44	88.68	31.76
Total	21,047.76	15,333.06	5,714.70
Total this Estimate			5,714.70

This Estimate is based on Weekly Report Summaries Nos. 18 to 22 Incl. and Supplement No. 1 to Weekly Report Summary No. 14

RECEIVED
SEP 15 1952
OREGON STATE HIGHWAY COMMISSION

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - Oury to Modoc Pt., Oregon
In Accordance with Agreement Audit No. 09291, dated April 28, 1952
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 14
Supplement No. 1

Week Ending June 14, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
1	(2) PROTECT TRACK SIGNALS AND COMMUNICATION LINES					
2	Signalman Overtime Sig.No.2	Hour	2	2.927	5.85	
3	Asst. Signalman "	"	2	2.585	5.17	
4					11.02	
5	Vacation Allowance		-	-	-	
6	Railroad Retirement and					
7	Unemployment Compensation Taxes		$ 11.02	6.25%	.69	
8	Workmen's Compensation Insurance		11.02	3.00%	.33	
9	Public Liability and					
10	Property Damage Insurance		11.02	1.00%	.11	12.15
11	Total (2) Protect Tracks, Signals and Communication Lines					12.15
12	Total Weekly Report Summary No. 14 Supplement No. 1					12.15

O.K. 9-[illegible]-52
APPROVED
Division Engr.

RECEIVED
SEP 5 - 1952
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

Sheet 1 of 2 sheets

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - [illegible] to [illegible] Pt., Oregon
In Accordance with Agreement Audit No. [illegible], dated April 22, 1952
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 18 Period Ending July 5, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(3) ENGINEERING - INSPECTION					
2	Engr. Insp. (400.00/176)	Hour	24	2.2727	54.54	
3	" " Overtime	"	10 1/2	3.4091	35.80	
4	" " (390.00/176)	"	24	2.2159	53.18	
5	" " Overtime	"	10	3.3239	33.24	
6					176.76	
7	Vacation Allowance		$ 176.76	3.00%	5.30	
8	Railroad Retirement and					
9	Unemployment Compensation Taxes		182.06	6.25%	11.38	
10	Workmen's Compensation Insurance		182.06	3.00%	5.46	
11	Public Liability and					
12	Property Damage Insurance		182.06	1.00%	1.82	200.72
13	Personal Expense					
14	G.L. Beckman Engr. Insp.	Meals	15		22.30	
15	" " " "	Lodging	5	2.50	12.50	
16	R.J. McGregor " "	Meals	15		21.55	
17	" " " "	Lodging	5	2.50	12.50	68.85
18	Employees Automobile					
19	G.L. Beckman	Miles	135	.07	9.45	
20	R.J. McGregor	"	120	.07	8.40	17.85
21	Total (3) Engineering - Inspection					287.42
22	(4) FLAGGING					
23	Foreman (303.64/176) Gr.No.18	Hour	24	1.7253	41.41	
24	" Overtime "	"	10½	2.69	28.25	
25	Laborer "	"	48	1.467	70.42	
26	" Overtime "	"	21	2.201	46.22	
27	Foreman (303.64/176) Gr.No.19	"	24	1.7253	41.41	
28	" Overtime "	"	5	2.69	13.45	
29	Laborer "	"	24	1.479	35.50	
30	" Overtime "	"	5	2.219	11.10	
31	" "	"	24	1.467	35.21	
32	" Overtime "	"	5	2.201	11.01	
33					333.98	

Sheet 2 of 2 sheets

PROJECT: Highway Relocation - [illegible]

Weekly Report Summary No.18

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
1	Vacation Allowance		$ 333.96	3.00%	10.02	
2	Railroad Retirement and					
3	Unemployment Compensation Taxes		344.00	6.25%	21.50	
4	Workmen's Compensation Insurance		344.00	3.00%	10.32	
5	Public Liability and					
6	Property Damage Insurance		344.00	1.00%	3.44	379.24
7	Total (4) Flagging					379.24
8	(5) ACCOUNTING					
9	Engr. Asst. (410.00/176)	Hour	4	2.3295	9.32	
10	Vacation Allowance		9.32	3.00%	.28	
11	Railroad Retirement and					
12	Unemployment Compensation Taxes		9.60	6.25%	.60	
13	Workmen's Compensation Insurance		9.60	3.00%	.29	
14	Public Liability and					
15	Property Damage Insurance		9.60	1.00%	.10	10.59
16	Total (5) Accounting					10.59
17	Total Weekly Report Summary No. 18					677.27

O.K. 9 Sept 1952
RES. ENGR.
APPROVED
Division Engr.

RECEIVED SEP 4 1952

Sheet 1 of 2 sheets

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - [illegible] to [illegible] Pt., Oregon
In Accordance with Agreement Audit No. [illegible], dated April 22, 1958
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY EXPENSE SUMMARY No. 19 — Week Ending July 12, 1958

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
1	(1) SIGNAL INDICATOR AND FLAGMAN PHONES					
2	Lineman (403.95/176)	Comp. Hour	8	2.2952	18.36	
3	Vacation Allowance		$ 18.36	3.00%	.55	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		18.91	6.25%	1.18	
6	Workmen's Compensation Insurance		18.91	3.00%	.57	
7	Public Liability and					
8	Property Damage Insurance		18.91	1.00%	.19	20.85
9	Personal Expense					
10	Lineman	Meal	1			1.25
11	Total (1) Signal Indicator and Flagman Phones					22.10
12	(3) ENGINEERING - INSPECTION					
13	Engr. Insp. (400.00/176)	Hour	40	2.2727	90.91	
14	" " Overtime	"	29	3.4091	98.86	
15	" " (390.00/176)	"	40	2.2159	88.64	
16	" " Overtime	"	31	3.3239	103.04	
17					381.45	
18	Vacation Allowance		$ 381.45	3.00%	11.44	
19	Railroad Retirement and					
20	Unemployment Compensation Taxes		392.89	6.25%	24.56	
21	Workmen's Compensation Insurance		392.89	3.00%	11.79	
22	Public Liability and					
23	Property Damage Insurance		392.89	1.00%	3.93	433.17
24	Personal Expense					
25	G.L. Bodman Engr. Insp.	Meals	21		30.45	
26	" " " "	Lodging	7	2.50	17.50	
27	R.J. McGregor " "	Meals	21		30.10	
28	" " " "	Lodging	7	2.50	17.50	95.55
29	Employees Automobile					
30	G.L. Bodman	Miles	270	.07	18.90	
31	R.J. McGregor	"	240	.07	16.80	35.70
32	Total (3) Engineering - Inspection					564.42

Sheet 2 of 2 sheets

PROJECT: Highway Relocation - [illegible]

Weekly Report Summary No.19

	Description (1)		Unit (2)		Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
1	(A) FLAGGING							
2	Foreman	(303.66/176)	Pr.No.18	Hour	40	1.7253	69.01	
3	"	Overtime	"	"	29	2.69	78.01	
4	Laborers		"	"	72	1.467	105.62	
5	"	Overtime	"	"	54½	2.201	119.95	
6	Foreman	(303.66/176)	Pr.No.19	"	40	1.7253	69.01	
7	"	Overtime	"	"	25	2.69	67.25	
8	Laborers		"	"	40	1.479	59.16	
9	"	Overtime	"	"	23	2.219	51.04	
10	"		"	"	40	1.467	58.68	
11	"	Overtime	"	"	20½	2.201	45.12	
12							722.85	
13	Vacation Allowance				$ 722.85	3.00%	21.69	
14	Railroad Retirement and							
15	Unemployment Compensation Taxes				744.54	6.25%	46.53	
16	Workmen's Compensation Insurance				744.54	3.00%	22.34	
17	Public Liability and							
18	Property Damage Insurance				744.54	1.00%	7.45	820.86
19	Total (A) Flagging							820.86
20	Total Weekly Report Summary No. 19							1407.38

O.K. 9-2 1952
Res. Engr.
APPROVED Division Engr.

Sheet 1 of 2 sheets

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - Oury to Modoc Pt., Oregon
In Accordance with Agreement Audit No. 89251, dated April 22, 1952
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 25 — Week Ending July 19, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4) $	Amount (5) $	Total (6) $
1	(3) ENGINEERING - INSPECTION					
2	Engr. Insp. (400.00/176)	Hour	40	2.2727	90.91	
3	" " Overtime	"	29	3.4091	98.86	
4	" " (390.00/176)	"	40	2.2159	88.64	
5	" " Overtime	"	29	3.3239	96.39	
6					374.80	
7	Vacation Allowance		374.80	3.00%	11.24	
8	Railroad Retirement and					
9	Unemployment Compensation Taxes		386.04	6.25%	24.13	
10	Workmen's Compensation Insurance		386.04	3.00%	11.58	
11	Public Liability and					
12	Property Damage Insurance		386.04	1.00%	3.86	425.61
13	Personal Expense					
14	C.L. Beckman Engr. Insp.	Meals	21		30.25	
15	" " " "	Lodging	7	2.50	17.50	
16	R.J. McGregor " "	Meals	21		30.60	
17	" " " "	Lodging	7	2.50	17.50	95.85
18	Employees Automobile					
19	C.L. Beckman	Miles	95	.07	6.65	
20	" "	"	180	.06	10.80	
21	R.J. McGregor	"	140	.07	9.80	
22	" "	"	100	.06	6.00	33.25
23	Total (3) Engineering - Inspection					554.71
24	(4) FLAGGING					
25	Foreman (303.66/176) Rr.No.18	Hour	40	1.7253	69.01	
26	" Overtime "	"	29	2.69	78.01	
27	Laborers "	"	32	1.467	46.94	
28	" Overtime "	"	25½	2.201	56.13	
29	" "	"	40	1.479	59.16	
30	" Overtime "	"	23	2.219	51.04	
31	Foreman (303.66/176) Rr.No.19	"	40	1.7253	69.01	
32	" Overtime "	"	23	2.69	61.87	
33	Laborer "	"	80	1.467	117.36	
34	" Overtime "	"	46	2.201	101.25	
35					709.78	

Sheet 2 of 2 sheets

PROJECT: Highway Relocation - [illegible] to Modoc Pt., Oregon

Weekly Report Summary No. 20

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
1	Vacation Allowance		$ 709.78	3.00%	21.29	
2	Railroad Retirement and					
3	Unemployment Compensation Taxes		731.07	6.25%	45.69	
4	Workmen's Compensation Insurance		731.07	3.00%	21.93	
5	Public Liability and					
6	Property Damage Insurance		731.07	1.00%	7.31	806.00
7	Total (4) Flagging					806.00
8	(5) ACCOUNTING					
9	Engr. Asst. (410.00/176)	Hour	8	2.3295	18.64	
10	Vacation Allowance		18.64	3.00%	.56	
11	Railroad Retirement and					
12	Unemployment Compensation Taxes		19.20	6.25%	1.20	
13	Workmen's Compensation Insurance		19.20	3.00%	.58	
14	Public Liability and					
15	Property Damage Insurance		19.20	1.00%	.19	21.17
16	Total (5) Accounting					21.17
17	Total Weekly Report Summary No. 20					1382.88

O.K. 9-5-52
RES. ENGR.
APPROVED ....
Division Engr.

Sh 1 of 2 sheets

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - Cuny to Moise Pt., Oregon
In Accordance with Agreement Audit No. 59291, dated April 22, 1952
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 21

Week Ending July 26, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
1	(3) ENGINEERING - INSPECTION					
2	Engr. Insp. (400.00/176)	Hour	40	2.2727	90.91	
3	" " Overtime	"	29	3.4091	98.86	
4	" " (390.00/176)	"	40	2.2159	88.64	
5	" " Overtime	"	29	3.3239	96.39	
6					374.80	
7	Vacation Allowance		$ 374.80	3.00%	11.24	
8	Railroad Retirement and					
9	Unemployment Compensation Taxes		386.04	6.25%	24.13	
10	Workmen's Compensation Insurance		386.04	3.00%	11.58	
11	Public Liability and					
12	Property Damage Insurance		386.04	1.00%	3.86	425.61
13	Personal Expense					
14	G.L. Heckman Engr. Insp.	Meals	21		30.60	
15	" " " "	Lodging	7	2.50	17.50	
16	R.J. McGregor " "	Meals	21		31.60	
17	" " " "	Lodging	7	2.50	17.50	97.20
18	Employees Automobile					
19	G.L. Heckman Engr. Insp.	Miles	270	.06	16.20	
20	R.J. McGregor " "	"	240	.06	14.40	30.60
21	Total (3) Engineering - Inspection					553.41
22	(4) FLAGGING					
23	Foreman (303.64/176) Ex.No.18	Hour	40	1.7253	69.01	
24	" Overtime "	"	29	2.69	78.01	
25	Laborer "	"	40	1.467	58.68	
26	" Overtime "	"	29	2.201	63.83	
27	" "	"	40	1.479	59.16	
28	" Overtime "	"	23	2.219	51.04	
29	Foreman (303.64/176) Ex.No.19	"	40	1.7253	69.01	
30	" Overtime "	"	23	2.69	61.87	
31	Laborer "	"	80	1.467	117.36	
32	" Overtime "	"	46	2.201	101.25	
33					729.22	

[illegible]et 2 of 2 sheets

PROJECT: Highway Relocation - Oxey to Hodes Pl., Oregon

Weekly Report Summary No. 21

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	Vacation Allowance		$ 729.22	3.00c	21.88	
2	Railroad Retirement and					
3	Unemployment Compensation Taxes		751.10	6.25c	46.94	
4	Workmen's Compensation Insurance		751.10	3.00c	22.53	
5	Public Liability and					
6	Property Damage Insurance		751.10	1.00c	7.51	[illegible]
7	Total (A) Flagging					[illegible]
8	Total Weekly Report Summary No. 21					1381.49

O.K. [illegible] 1952

RES. ENGR.

APPROVED Dean Swift

Division Engr.

Valuation Department
August 20, 1952

[illegible] 1 of 2 sheets

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - [illegible] to [illegible] Pt., Oregon
In Accordance with Agreement Audit No. [illegible], dated April 22, 1952
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 22 — Period Ending July 31, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(3) ENGINEERING - INSPECTION					
2	Engr. Insp. (400.00/176)	Hour	32	2.2727	72.73	
3	" " Overtime	"	14	3.4091	47.73	
4	" " (390.00/176)	"	32	2.2159	70.91	
5	" " Overtime	"	14	3.3239	46.53	
6					237.90	
7	Vacation Allowance		$ 237.90	3.00%	7.14	
8	Railroad Retirement and					
9	Unemployment Compensation Taxes		245.04	6.25%	15.32	
10	Workmen's Compensation Insurance		245.04	3.00%	7.35	
11	Public Liability and					
12	Property Damage Insurance		245.04	1.00%	2.45	270.16
13	Personal Expense					
14	C.L. Beckman Engr. Insp.	Meals	15		22.00	
15	" " " "	Lodging	5	2.50	12.50	
16	E.J. McGregor " "	Meals	15		20.45	
17	" " " "	Lodging	5	2.50	12.50	67.45
18	Employees Automobile					
19	C.L. Beckman	Miles	180	.06	10.80	
20	E.J. McGregor	"	160	.06	9.60	20.40
21	Total (3) Engineering - Inspection					358.01
22	(4) FLAGGING					
23	Foreman (303.66/176) Ex.No.18	Hour	32	1.7253	55.21	
24	" Overtime "	"	13	2.69	34.97	
25	Laborers "	"	32	1.467	46.94	
26	" Overtime "	"	13	2.201	28.61	
27	" "	"	32	1.479	47.33	
28	" Overtime "	"	9	2.219	19.97	
29	Foreman (303.66/176) Ex.No.19	"	32	1.7253	55.21	
30	" Overtime "	"	10	2.69	26.90	
31	Laborer "	"	36	1.467	[illegible].19	
32	" Overtime "	"	17 1/2	2.201	38.52	
33					435.21	

Sheet [illegible] of 2 sheets

PROJECT: Highway Relocation - Gary to Hodge Pl., [illegible]

Weekly Report Summary No.22

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4) $	Amount (5) $	Total (6) $
1	Vacation Allowance		$ 435.81	3.00%	13.07	
2	Railroad Retirement and					
3	Unemployment Compensation Taxes		448.88	6.25%	28.06	
4	Workmen's Compensation Insurance		448.88	3.00%	13.47	
5	Public Liability and					
6	Property Damage Insurance		448.88	1.00%	4.49	494.90
7	Supplies					
8	Coal	N.Ton	.200	7.72	1.54	
9	Handling Cost		1.54	5.00N.T.	.08	1.62
10	Total (A) Flagging					496.52
11	Total Weekly Report Summary No. 22					854.53

O.K. 9-2 1952
Res. Engr.
CAREFULLY CHECKED FOR [illegible]
APPROVED Division Engr.

Valuation Department
August 20, 1952

Salem, Oregon August 22, 1952

STATE OF OREGON,

To Southern Pacific Co., Dr.

65 Market St. San Francisco 5, California

Project Modoc Point-Barkley Springs

Highway Comm. Agreement No. 388

Sub-Division No.

Ry. Company's Agreement No. Audit 89291

Estimate No. 3

Period Covered June, 1952

Prefix & Acct. No. 18-1052

Item		Total Amount To Date	Previous Amount	Present Amount
Invoice	424543	3,402.07	3,402.07	-0-
"	237264	6,106.47	6,106.47	-0-
"	424999	5,824.52	-0-	5,824.52
	Totals	15,333.06	9,508.54	5,824.52
	Retained 10 %	1,533.30	950.85	582.45
	Total Payments	13,799.76	8,557.69	5,242.07

Pay This Estimate $

Computed by Checked by

Approved Field Engr.

Previous Voucher No.

Approved:

Bridge Office Engineer

8-51-100M

SOUTHERN PACIFIC LINES

BILL COLLECTIBLE

S-130
(A.A.R. 206)

Bill No. 424999
Quote above number when remitting

Month's Account JULY 1952
Shasta Division
Date Made AUG 11 1952 Dept. No. J-291 19

To SOUTHERN PACIFIC COMPANY. Dr.

State of Oregon
State Highway Commission
Salem, Oregon

Attn: Mr. R. H. Baldock

MAKE REMITTANCE TO:
Southern Pacific Company,
CARE OF LOCAL TREASURER,
65 Market Street,
San Francisco 5, California

For cost of labor and material furnished in connection with Highway relocation-Ouxy to Modoc Pt., Oregon, per provisions of Agreement Audit No. 89291 dated April 22, 1952.
Estimate No. 3 June 1952.

$ 5,824.52

I certify that the above bill is correct and just; that payment therefor has not been received; that all statutory requirements as to American production and labor standards, and all conditions of purchase applicable to the transactions have been complied with; and that State or local sales taxes are not included in the amounts billed.

SOUTHERN PACIFIC COMPANY
R. V. COLE, Auditor of Disbursements

DISTRIBUTION:

By CWSheppard Chief Clerk

RECEIVED
AUG 15 1952
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

For further information address:
Auditor of Miscellaneous Accounts,
Southern Pacific Company,
65 Market Street,
San Francisco 5, California

424999

SOUTHERN PACIFIC COMPANY

MONTHLY ESTIMATE OF FORCE ACCOUNT WORK

Highway Relocation Ouxy to Modoc Pt., Oregon
In Accordance with Agreement Audit No. 89291, dated April 22, 1952
Between State of Oregon, State Highway Commission and
Southern Pacific Company

ESTIMATE No. 4 June 1952

Description (1)	Total Work To Date (2)	Previous Estimates (3)	This Estimate (4)
	$	$	$
(1) Install Flagman's Facilities	743.00	743.00	-
(2) Protect Railroad's Facilities			
(3) Engineer - Inspection	5,838.75	3,472.71	2,366.04
(4) Flagging	8,662.63	5,226.32	3,436.31
(5) Accounting	88.68	66.51	22.17
Total	15,333.06	9,508.54	5,824.52
Total this Estimate			5,824.52

This Estimate is based on Weekly Report Summaries Nos. 13 to 17 Incl.

Sheet 1 of 2 sheets

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - [illegible] to Modoc Pt., Oregon
In Accordance with Agreement Audit No. 55958, dated April 22, 1958
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 13 Week Ending June 7, 1958

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
1	(3) Engineering - Inspection					
2	Engr. Insp. (400.00/168)	Hour	40	2.3810	95.24	
3	" " Overtime	"	29	3.5714	103.57	
4	" " (390.00/168)	"	40	2.3214	92.86	
5	" " Overtime	"	21½	3.4821	74.87	
6					366.54	
7	Vacation Allowance		$ 366.54	3.00%	11.00	
8	Railroad Retirement and					
9	Unemployment Compensation Taxes		377.54	6.25%	23.60	
10	Workmen's Compensation Insurance		377.54	3.00%	11.33	
11	Public Liability and					
12	Property Damage Insurance		377.54	1.00%	3.78	416.25
13	Personal Expense					
14	C.L. Beckman Engr. Insp.	Meals	21		29.95	
15	" " " "	Lodging	7	2.50	17.50	
16	R.J. McGregor " "	Meals	21		29.00	
17	" " " "	Lodging	7	2.50	17.50	93.95
18	Employees Automobile					
19	C.L. Beckman	Miles	271	.07	18.97	
20	R.J. McGregor	"	240	.07	16.80	35.77
21	Total (3) Engineering Inspection					545.97
22	(4) Flagging					
23	Foreman (300.27/168) Gr.No.18	Hour	40	1.7873	71.49	
24	" Overtime "	"	29	2.66	77.14	
25	Laborers "	"	80	1.447	115.76	
26	" Overtime "	"	58	2.171	125.92	
27	Foreman (300.27/168) Gr.No.19	"	40	1.7873	71.49	
28	" Overtime "	"	17½	2.66	46.55	
29	Laborers "	"	40	1.459	58.36	
30	Laborers Overtime "	"	17½	2.189	38.31	
31	" "	"	40	1.447	57.88	
32	" Overtime "	"	17½	2.171	37.99	
33					700.89	

[illegible]t 2 of 2 sheets

PROJECT: Highway Relocation - [illegible], Oregon

WEEKLY REPORT SUMMARY No. 13

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
1	Vacation Allowance		700.89	3.00%	21.03	
2	Railroad Retirement and					
3	Unemployment Compensation Taxes		721.92	6.25%	45.12	
4	Workmen's Compensation Insurance		721.92	3.00%	21.66	
5	Public Liability and					
6	Property Damage Insurance		721.92	1.00%	7.22	795.92
7	Total (4) Flagging					795.92
8	Total Weekly Report Summary No. 13					1341.89

O.K. 19 52

APPROVED

Division Engr.

Sheet 1 of 2 sheets

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT SUMMARY FORCE ACCOUNT WORK

Highway Relocation - [illegible] to [illegible] Pt., Oregon
In Accordance with Agreement Audit No. [illegible], dated April [illegible], 1952
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 14 — Week Ending June 14, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
1	(3) Engineering - Inspection					
2	Engr. Insp. (400.00/168)	Hour	40	2.3810	95.24	
3	" " Overtime	"	29	3.5714	103.57	
4	" " (390.00/168)	"	40	2.3214	92.86	
5	" " Overtime		29½	3.4821	102.72	
6					394.39	
7	Vacation Allowance		394.39	3.00%	11.83	
8	Railroad Retirement and					
9	Unemployment Compensation Taxes		406.22	6.25%	25.39	
10	Workmen's Compensation Insurance		406.22	3.00%	12.19	
11	Public Liability and					
12	Property Damage Insurance		406.22	1.00%	4.06	447.86
13	Personal Expense					
14	G.L. Beckman Engr. Insp.	Meals	21		29.20	
15	" " " "	Lodging	7	2.50	17.50	
16	R.J. McGregor " "	Meals	21		29.45	
17	" " " "	Lodging	7	2.50	17.50	93.65
18	Employees Automobile					
19	G.L. Beckman	Miles	229	.07	16.03	
20	" "	"	43	.06	2.58	
21	R.J. McGregor	"	240	.07	16.80	35.41
22	Total (3) Engineering - Inspection					576.92
23	(4) Flagging					
24	Foreman (300.27/168) Ex.No.18	Hour	40	1.7873	71.49	
25	" Overtime "	"	29	2.66	77.14	
26	Laborers "	"	80	1.447	115.76	
27	" Overtime "	"	58	2.171	125.92	
28	Foreman (300.27/168) Ex.No.19	"	40	1.7873	71.49	
29	" Overtime "	"	26	2.66	69.16	
30	Laborer "	"	40	1.459	58.36	
31	" Overtime "	"	26	2.189	56.91	
32	" "	"	40	1.447	57.88	
33	" Overtime "	"	26	2.171	56.45	
34					760.56	

Sheet 2 of 2 sheets.

PROJECT: Highway Relocation - [illegible] Oregon

WEEKLY REPORT SUMMARY No. 14

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
1	Vacation Allowance		760.50	3.00%	22.82	
2	Railroad Retirement and					
3	Unemployment Compensation Taxes		783.38	6.25%	48.96	
4	Workmen's Compensation Insurance		783.38	3.00%	23.50	
5	Public Liability and					
6	Property Damage Insurance		783.38	1.00%	7.83	863.67
7	Total (4) Flagging					863.67
8	Total Weekly Report Summary No. 14					1440.99

O.K. 7 Feb 1952
Res. Engr.
[illegible] FOR [illegible]ATION
APPROVED
Division Engr.

Sheet 1 of 2 sheets

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - [illegible] to [illegible] Pt., Oregon
In Accordance with Agreement Audit No. [illegible], dated April 22, 1952
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY [illegible] No. 15 Week Ending June 21, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(3) Engineering Inspection					
2	Engr. Insp. (400.00/168)	Hour	40	2.3810	95.24	
3	" " Overtime	"	29	3.5714	103.57	
4	" " (390.00/168)	"	40	2.3214	92.86	
5	" " Overtime	"	27½	3.4821	95.76	
6					387.43	
7	Vacation Allowance		$ 387.43	3.00%	11.62	
8	Railroad Retirement and					
9	Unemployment Compensation Taxes		399.05	6.25%	24.94	
10	Workmen's Compensation Insurance		399.05	3.00%	11.97	
11	Public Liability and					
12	Property Damage Insurance		399.05	1.00%	3.99	439.95
13	Personal Expense					
14	C.L. Beckman Engr. Insp.	Meals	21		30.20	
15	" " " "	Lodging	7	2.50	17.50	
16	E.J. McGregor " "	Meals	21		30.25	
17	" " " "	Lodging	7	2.50	17.50	95.45
18	Employees Automobile					
19	C.L. Beckman	Miles	271	.06	16.26	
20	E.J. McGregor	"	20	.07	1.40	
21	" "	"	220	.06	13.20	30.86
22	Total (3) Engineering Inspection					566.26
23	(4) Flagging					
24	Foreman (300.27/168) Ex.No.18	Hour	40	1.7873	71.49	
25	" Overtime "	"	29	2.66	77.14	
26	Laborer "	"	80	1.447	115.76	
27	" Overtime "	"	58	2.171	125.92	
28	Foreman (300.27/168) Ex.No.19	"	40	1.7873	71.49	
29	" Overtime "	"	21½	2.66	57.19	
30	Laborer "	"	40	1.459	58.36	
31	" Overtime "	"	21½	2.189	47.06	
32	" "	"	40	1.447	57.88	
33	" Overtime "	"	21½	2.171	46.68	
34					728.97	

Sheet 2 of 2 sheets

PROJECT: [illegible]

WEEKLY REPORT SUMMARY No. 15

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
1	(4) Flagging (Cont.)					
2	Vacation Allowance		728.97	3.00%	21.87	
3	Railroad Retirement and					
4	Unemployment Compensation Taxes		750.84	6.25%	46.93	
5	Workmen's Compensation Insurance		750.84	3.00%	22.53	
6	Public Liability and					
7	Property Damage Insurance		750.84	1.00%	7.51	827.81
8	Total (4) Flagging					827.81
9.	Total Weekly Report Summary No. 15					1394.07

O.K. 7-29-52
DIST. ENGR.
CORRECT [illegible] FOR [illegible]
APPROVED
Division Engr.

Sheet 1 of 2 sheets

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - Gumy to Modoc Pt., Oregon
In Accordance with Agreement Audit No. 89291, dated April [illegible], 1952
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY SHORT SUMMARY No. 16 Week Ending June 28, 1952

	Description (1)		Unit (2)	Quantity (3)	Unit Rate (4) $	Amount (5) $	Total (6) $
1	(3) Engineering - Inspection						
2	Engr. Insp. (400.00/168)		Hour	40	2.3810	95.24	
3	" " Overtime		"	29	3.5714	103.57	
4	" " (390.00/168)		"	40	2.3214	92.86	
5	" " Overtime		"	29	3.4821	100.98	
6						392.65	
7	Vacation Allowance			$ 392.65	3.00%	11.78	
8	Railroad Retirement and						
9	Unemployment Compensation Taxes			404.43	6.25%	25.28	
10	Workmen's Compensation Insurance			404.43	3.00%	12.13	
11	Public Liability and						
12	Property Damage Insurance			404.43	1.00%	4.04	445.88
13	Personal Expenses						
14	G.L. Beeman Engr. Insp.		Meals	21		29.95	
15	" " " "		Lodging	7	2.50	17.50	
16	K.J. McGregor " "		Meals	21		31.05	
17	" " " "		Lodging	7	2.50	17.50	96.00
18	Employees Automobile						
19	G.L. Beeman		Miles	270	.06	16.20	
20	K.J. McGregor		"	240	.06	14.40	30.60
21	Total (3) Engineering - Inspection						572.48
22	(4) Flagging						
23	Foreman (300.27/168)	Br.No.18	Hour	40	1.7873	71.49	
24	" Overtime	"	"	29	2.66	77.14	
25	Laborers	"	"	80	1.447	115.76	
26	" Overtime	"	"	58	2.171	125.92	
27	Foreman (300.27/168)	Br.No.19	"	32	1.7873	57.19	
28	" Overtime	"	"	20½	2.66	54.53	
29	Laborers	"	"	40	1.459	58.36	
30	" Overtime	"	"	23	2.189	50.35	
31	"	"	"	40	1.447	57.88	
32	" Overtime	"	"	23	2.171	49.93	
33						718.55	

Sheet 2 of 2 sheets

Subject: [illegible]

WEEKLY REPORT SUMMARY No. 16

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
			$	$	$	
1	(4) Flagging (Cont.)					
2	Vacation Allowance		718.55	3.00%	21.56	
3	Railroad Retirement and					
4	Unemployment Compensation Taxes		740.11	6.25 %	46.26	
5	Workmen's Compensation Insurance		740.11	3.00%	22.20	
6	Public Liability and Property					
7	Damage Insurance		740.11	1.00%	7.40	815.97
8	Total (4) Flagging					815.97
9	(5) Accounting					
10	Examiner Acct. ($410.00/168)	Hour	8	2.4405	19.52	
11	Vacation Allowance		$ 19.52	3.00%	.59	
12	Railroad Retirement and					
13	Unemployment Compensation Taxes		20.11	6.25%	1.26	
14	Workmen's Compensation Insurance		20.11	3.00%	.60	
15	Public Liability and					
16	Property Damage Insurance		20.11	1.00%	.20	22.17
17	Total (5) Accounting					22.17
18	Total Weekly Report Summary No. 16					1410.62

O.K. 7 Oct 1952
Res. Engr.
APPROVED Division Engr.

Sheet 1 of 2.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - [illegible] to [illegible] Pt., Oregon
In Accordance with Agreement Audit No. 89291, dated April 22, 1952
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 17 — Period Ending June 30, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(3) Engineering - Inspection					
2	Engr. Insp. (400.00/168)	Hour	8	2.3810	19.05	
3	" " Overtime	"	3½	3.5714	12.50	
4	" " (390.00/168)	"	8	2.3214	18.57	
5	" " Overtime	"	3½	3.4821	12.19	
6					62.31	
7	Vacation Allowance		$62.31	3.00 %	1.87	
8	Railroad Retirement and					
9	Unemployment Compensation Taxes		64.18	6.25 %	4.01	
10	Workmen's Compensation Insurance		64.18	3.00 %	1.93	
11	Public Liability and					
12	Property Damage Insurance		64.18	1.00 %	.64	
13						70.76
14	Personal Expense					
15	G. L. Beckman Engr. Insp.	Meals	6		9.15	
16	" " " "	Lodging	2	2.50	5.00	
17	E. J. McGregor " "	Meals	6		9.40	
18	" " " "	Lodging	2	2.50	5.00	
19						28.55
20	Employees Automobile					
21	G. L. Beckman	Miles	45	.06	2.70	
22	E. J. McGregor	"	40	.06	2.40	
23						5.10
24	Total (3) Engineering - Inspection					104.41
25	(4) Flagging					
26	Foreman (300.27/168) Ex. No. 18	Hour	8	1.7873	14.30	
27	" Overtime "	"	3½	2.66	9.31	
28	Laborers "	"	16	1.447	23.15	
29	" Overtime "	"	7	2.171	15.20	
30	Foreman (300.27/168) Ex. No. 19	"	8	1.7873	14.30	
31	" Overtime "	"	2½	2.66	6.65	
32	Laborer "	"	8	1.459	11.67	
33	" Overtime "	"	2½	2.189	5.47	
34	" "	"	8	1.447	11.58	
35	" Overtime "	"	2½	2.171	5.43	
36					117.06	

Sheet 2 of 2.

PROJECT: Highway Relocation - [illegible] to [illegible] Pt., Oregon

Weekly Report Summary No. 17 Period Ending June 30, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(4) Flagging (Continued)					
2	Vacation Allowance		$117.06	3.00 %	3.51	
3	Railroad Retirement and					
4	Unemployment Compensation Taxes		120.97	6.25 %	7.56	
5	Workmen's Compensation Insurance		120.97	3.00 %	3.62	
6	Public Liability and					
7	Property Damage Insurance		120.97	1.00 %	1.21	
8						132.94
9	Total (4) Flagging					132.94
10	Total Weekly Report Summary No. 17					237.35

O.K. 7 [illegible] 1952
RES. ENGR.
CAREFULLY CHECKED FOR DUPLICATION
APPROVED
Division Engr.

Salem, Oregon July 31, 1952

STATE OF OREGON

To Southern Pacific Company, Dr.

65 Market Street, San Francisco 5, California

Project Modoc Point-Barkley Springs

Highway Comm. Agreement No. 388

Sub-Division No. ____

Ry. Company's Agreement No. Audit 89291

Estimate No. 2

Period Covered May, 1952

Prefix & Acct. No. 18-1052

Item	Total Amount To Date	Previous Amount	Present Amount
Invoice 424543	3,402.07	3,402.07	-0-
Invoice 237264	6,106.47	-0-	6,106.47
Totals	9,508.54	3,402.07	6,106.47
Retained 10 %	950.85	340.21	610.64
Total Payments	8,557.69	3,061.86	5,495.83

Pay This Estimate $ 5,495.83

Computed by ____ Checked by ____

Approved Field Engr. ____

Previous Voucher No. ____

Approved:

Bridge Office Engineer

5-51-100M

BILL COLLECTIBLE

S-130
(A.A.R. 206)

Bill No. 237264
Quote above number when remitting

Month's Account JUNE, 1952

Shasta Division Dept. No. J-100

Date Made JUL 10 1952 19

To SOUTHERN PACIFIC COMPANY, Dr.

State of Oregon
State Highway Commission
Salem, Oregon

Attn: Mr. R. H. Baldock

MAKE REMITTANCE TO:
Southern Pacific Company,
CARE OF LOCAL TREASURER,
65 Market Street,
San Francisco 5, California

For cost of labor and material furnished in connection with Highway relocation-Ouxy to Modoc Pt., Oregon, per provisions of agreement Audit No. 89291 dated April 22, 1952. Estimate No. 2 May, 1952		$ 6,[illegible]
I certify that the above bill is correct and just; that payment therefor has not been received; that all statutory requirements as to American production and labor standards, and all conditions of purchase applicable to the transactions have been complied with; and that State or local sales taxes are not included in the amounts billed. SOUTHERN PACIFIC COMPANY R. V. COLE, Auditor of Disbursements		

DISTRIBUTION:

By W.W. Sheppard Chief Clerk

For further information address:
Auditor of Miscellaneous Accounts,
Southern Pacific Company,
65 Market Street,
San Francisco 5, California

237264

[illegible]

[illegible] ESTIMATE OF JOINT ACCOUNT WORK

Highway Relocation [illegible] to [illegible] Pt., Oregon
In Accordance with Agreement Audit No. [illegible], dated April [illegible], 19[illegible]
Between State of Oregon, State Highway Commission and
Southern Pacific Company

ESTIMATE No. [illegible] Nov 19[illegible]

Description (1)	Total Work To Date (2)	Previous Estimates (3)	This Estimate (4)
(1) Install Flagging Facilities	791.[illegible]	791.[illegible]	
(2) Protect Railroad's Facilities			
(3) Engineer - Inspection	3,472.71	[illegible]	[illegible]
(4) Flagging	5,[illegible].42	[illegible]	[illegible]
(5) Accounting	44.51		44.51
Total	9,[illegible]	3,[illegible].07	[illegible]
Total this Estimate			[illegible]

This Estimate is based on Weekly Report Summaries Nos. [illegible] and Supplement No. 1 to Weekly Report Summaries Nos. [illegible]

Sheet 1 of 2.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - Oury to Modoc Pt., Oregon
In Accordance with Agreement Audit No. 89291, dated April 22, 1952
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 2 — **Period Ending May 3, 1952**

	Description (1)		Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
					$	$	$
1	(3) ENGINEERING - INSPECTION						
2	Engr. Insp. (400.00/168)		Hour	16	2.3810	38.10	
3	" " Overtime		"	20	3.5714	71.43	
4	" " (390.00/168)		"	16	2.3214	37.14	
5	" " Overtime		"	18	3.4822	62.68	
6						209.35	
7	Vacation Allowance			$75.24	3.00 c	2.26	
8	Railroad Retirement and						
9	Unemployment Compensation Taxes			211.61	6.25 c	13.23	
10	Workmen's Compensation Insurance			211.61	3.00 c	6.35	
11	Public Liability and						
12	Property Damage Insurance			211.61	1.00 c	2.12	
13							233.31
14	Personal Expense						
15	G. L. Beckman, Engr. Insp.		Meals	9		12.20	
16	" " " "		Lodging	3	2.50	7.50	
17	R. J. McGregor " "		Meals	9		11.40	
18	" " " "		Lodging	3	2.50	7.50	
19							38.60
20	Personal Automobile						
21	G. L. Beckman		Miles	120	.07	8.40	
22	R. J. McGregor		"	120	.07	8.40	
23							16.80
24	Total (3) Engineering - Inspection						288.71
25	(4) FLAGGING						
26							
27	Foreman (300.27/168)	Ex.No.18	Hour	16	1.7873	28.60	
38	" Overtime	"	"	20	2.66	53.20	
39	Laborers	"	"	32	1.447	46.30	
40	" Overtime	"	"	40	2.171	86.84	
41	Foreman (300.27/168)	Ex.No.19	"	16	1.7873	28.60	
42	" Overtime	"	"	16	2.66	42.56	
43	Laborers	"	"	32	1.447	46.30	
44	" Overtime	"	"	32	2.171	69.47	
45						401.87	

Sheet 2 of 2.

PROJECT: Highway Relocation - [illegible] to Modoc Pt., Oregon

Weekly Report Summary No. 8

Period Ending May 3, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(4) FLAGGING (Continued)					
2	Vacation Allowance					
3	Railroad Retirement and		$149.80	3.00 %	4.49	
4	Unemployment Compensation Taxes					
5	Workmen's Compensation Insurance		406.36	6.25 %	25.40	
6	Public Liability and		406.36	3.00 %	12.19	
7	Property Damage Insurance					
8			406.36	1.00 %	4.06	
9						448.01
	Material					
10	Section Foreman's Timebox	Each	2	4.75		9.50
11	Handling cost		9.50	5.00 %		.48
12	Total (4) Flagging					457.99
13	Total Weekly Report Summary No. 8					746.70

O.K. 7 [illegible] 1952

APPROVED

Division Engr.

Sheet 1 of 2.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - Ouxy to Modoc Pt., Oregon
In Accordance with Agreement Audit No. 89791, dated April 22, 1952
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 9

Week Ending May 10, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(3) ENGINEERING - INSPECTION					
2	Engr. Insp. (400.00/168)	Hour	40	2.3810	95.24	
3	" " Overtime	"	32	3.5714	114.28	
4	" " (390.00/168)	"	40	2.3214	92.86	
5	" " Overtime	"	30	3.4822	104.47	
6					406.85	
7	Vacation Allowance		$188.10	3.00 %	5.64	
8	Railroad Retirement and					
9	Unemployment Compensation Taxes		412.49	6.25 %	25.78	
10	Workmen's Compensation Insurance		412.49	3.00 %	12.37	
11	Public Liability and					
12	Property Damage Insurance		412.49	1.00 %	4.12	
13						454.76
14	Personal Expense					
15	G. L. Beckman Engr. Insp.	Meals	21		29.10	
16	" " " "	Lodging	7	2.50	17.50	
17	E. J. McGregor " "	Meals	21		28.00	
18	" " " "	Lodging	7	2.50	17.50	
19						92.10
20	Personal Automobile					
21	G. L. Beckman	Miles	240	.07	16.80	
22	E. J. McGregor	"	240	.07	16.80	
23						33.60
24	Total (3) Engineering - Inspection					580.46
25	(4) FLAGGING					
26	Foreman (300.27/168) Ex.No. 18	Hour	40	1.7873	71.49	
27	" Overtime "	"	32	2.66	85.12	
28	Laborers "	"	80	1.447	115.76	
29	" Overtime "	"	64	2.171	138.94	
30	Foreman (300.27/168) Ex.No. 19	"	40	1.7873	71.49	
31	" Overtime "	"	26	2.66	69.16	
32	Laborers "	"	80	1.447	115.76	
33	" Overtime "	"	52	2.171	112.89	
34					780.61	

Sheet 2 of 2 .

PROJECT: Highway Relocation - Quay to Modoc Pt., Oregon

Weekly Report Summary No. 9

Week Ending May 10, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(A) FLAGGING (Continued)					
2	Vacation Allowance		$374.50	3.00 %	11.24	
3	Railroad Retirement and					
4	Unemployment Compensation Taxes		791.85	6.25 %	49.49	
5	Workmen's Compensation Insurance		791.85	3.00 %	23.76	
6	Public Liability and					
7	Property Damage Insurance		791.85	1.00 %	7.92	
8						873.02
9	Total (A) Flagging					873.02
10	Total Weekly Report Summary No. 9					1,453.48

O.K. 7-5 1952

APPROVED Dean Swift

Division Engr.

Sheet 1 of 2.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - Ouny to Modoc Pt., Oregon
In Accordance with Agreement Audit No. 89291, dated April 22, 1952
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 10

Week Ending May 17, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4) $	Amount (5) $	Total (6) $
1	(3) ENGINEERING - INSPECTION					
2	Engr. Insp. (400.00/168)	Hour	40	2.3810	95.24	
3	" " Overtime	"	32	3.5714	114.28	
4	" " (390.00/168)	"	40	2.3214	92.86	
5 6	" " Overtime	"	29-1/2	3.4822	102.72	
7	Vacation Allowance		$188.10	3.00 %	405.10 5.64	
8 9	Railroad Retirement and Unemployment Compensation Taxes		410.74	6.25 %	25.67	
10 11	Workmen's Compensation Insurance		410.74	3.00 %	12.32	
12 13	Public Liability and Property Damage Insurance		410.74	1.00 %	4.11	452.84
14	Personal Expense					
15	G. L. Beckman, Engr. Insp.	Meals	21		29.15	
16	" " " "	Lodging	7	2.50	17.50	
17	E. J. McGregor " "	Meals	21		28.20	
18 19	" " " "	Lodging	7	2.50	17.50	92.35
20	Personal Automobile					
21	G. L. Beckman	Miles	140	.07	9.80	
22	" "	"	100	.06	6.00	
23	E. J. McGregor	"	140	.07	9.80	
24	" "	"	100	.06	6.00	31.60
25	Total (3) Engineering - Inspection					576.79
26	(4) FLAGGING					
27	Foreman (300.27/168) Ex.No.18	Hour	40	1.7873	71.49	
28	" Overtime "	"	32	2.66	85.12	
29	Laborers "	"	80	1.447	115.76	
30	" Overtime "	"	64	2.171	138.94	

Sheet 2 of 2.

PROJECT: Highway Relocation - Ovry to Nedoe Pt., Oregon

Weekly Report Summary No. 10 Week Ending May 17, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(4) FLAGGING (Continued)					
2	Foreman (300.27/168) Ex.No. 19	Hour	40	1.7873	71.49	
3	" Overtime "	"	24	2.66	63.84	
4	Laborers "	"	80	1.447	115.76	
5	" Overtime "	"	48	2.171	104.21	
6					766.61	
7	Vacation Allowance		$374.59	3.00 %	11.24	
8	Railroad Retirement and					
9	Unemployment Compensation Taxes		777.85	6.25 %	48.62	
10	Workmen's Compensation Insurance		777.85	3.00 %	23.34	
11	Public Liability and					
12	Property Damage Insurance		777.85	1.00 %	7.78	
13						857.59
14	Total (4) Flagging					857.59
15	Total Weekly Report Summary No. 10					1,434.38

O.K. 7 ... 1952

APPROVED ... Swift

Division Engr.

SOUTHERN PACIFIC COMPANY

Sheet 1 of 2.

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - Cuny to Modoc Pt., Oregon
In Accordance with Agreement Audit No. 89291, dated April 22, 1952
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 11

Week Ending May 24, 1952

Description (1)		Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
(3) ENGINEERING - INSPECTION						
Engr. Insp. (400.00/168)		Hour	40	2.3810	95.24	
" " Overtime		"	32	3.5714	114.28	
" " (390.00/168)		"	40	2.3214	92.86	
" " Overtime		"	31-1/2	3.4822	109.69	
						412.07
Vacation Allowance			$188.10	3.00 c	5.64	
Railroad Retirement and Unemployment Compensation Taxes			417.71	6.25 c	26.11	
Workmen's Compensation Insurance			417.71	3.00 c	12.53	
Public Liability and Property Damage Insurance			417.71	1.00 c	4.18	
						460.53
Personal Expense						
G. L. Beekman, Engr. Insp.		Meals	21		28.15	
" " " "		Lodging	7	2.50	17.50	
E. J. McGregor " "		Meals	21		29.45	
" " " "		Lodging	7	2.50	17.50	
						92.60
Personal Automobile						
G. L. Beekman		Miles	240	.06	14.40	
E. J. McGregor		"	240	.06	14.40	
						28.80
Total (3) Engineering - Inspection						581.93
(4) FLAGGING						
Foreman (300.27/168)	Ex.No.18	Hour	40	1.7873	71.49	
" Overtime	"	"	32	2.66	85.12	
Laborers	"	"	80	1.447	115.76	
" Overtime	"	"	64	2.171	138.94	

Sheet 2 of 2.

PROJECT: Highway Relocation - [illegible] Pt., Oregon

Weekly Report Summary No. 11

Week Ending May 24, 1952

Description (1)	Unit (2)	Quantity (3)	Unit Rate (4) $	Amount (5) $	Total (6) $
(4) FLAGGING (Continued)					
Foreman (330.27/168) Ex.No.19	Hour	40	1.7873	71.49	
" Overtime "	"	26	2.66	69.16	
Laborers "	"	80	1.447	115.76	
" Overtime "	"	52	2.171	112.89	
				780.61	
Vacation Allowance		$374.50	3.00 %	11.24	
Railroad Retirement and Unemployment Compensation Taxes		791.85	6.25 %	49.49	
Workmen's Compensation Insurance		791.85	3.00 %	23.76	
Public Liability and Property Damage Insurance		791.85	1.00 %	7.92	873.02
Supplies					
Coal	Lbs.	1500	7.72 NT		5.79
Handling Cost		$5.79	5.00 %		.29
Total (4) Flagging					879.10
(5) ACCOUNTING					
Engr. Acct. (410.00/168)	Hour	24	2.4405	58.57	
Vacation Allowance		$58.57	3.00 %	1.76	
Railroad Retirement and Unemployment Compensation Taxes		60.33	6.25 %	3.77	
Workmen's Compensation Insurance		60.33	3.00 %	1.81	
Public Liability and Property Damage Insurance		60.33	1.00 %	.60	66.51
					66.51
Total (5) Accounting					1,527.54
Total Weekly Report Summary No. 11					

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APPROVED

SOUTHERN PACIFIC COMPANY — Sheet 1 of 2.

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - Cuzy to Modoc Pt., Oregon
In Accordance with Agreement Audit No. 89291, dated April 22, 1952
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 12 — Week Ending May 31, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
1	(3) ENGINEERING - INSPECTION			$	$	$
2	Engr. Insp. (400.00/168)	Hour	32	2.3810	76.19	
3	" " Overtime	"	16	3.5714	57.14	
4	" " (390.00/168)	"	32	2.3214	74.28	
5	" " Overtime	"	15-1/2	3.4822	53.97	
6					261.58	
7	Vacation Allowance		$150.47	3.00 %	4.51	
8	Railroad Retirement and					
9	Unemployment Compensation Taxes		266.09	6.25 %	16.63	
10	Workmen's Compensation Insurance		266.09	3.00 %	7.98	
11	Public Liability and					
12	Property Damage Insurance		266.09	1.00 %	2.66	
13						293.36
14	Personal Expense					
15	G. L. Beckman, Engr. Insp.	Meals	21		29.60	
16	" " " "	Lodging	7	2.50	17.50	
17	E. J. McGregor " "	Meals	21		30.85	
18	" " " "	Lodging	7	2.50	17.50	
19						95.45
20	Personal Automobile					
21	G. L. Beckman	Miles	160	.06	9.60	
22	E. J. McGregor	"	160	.06	9.60	
23						19.20
24	Total (3) Engineering - Inspection					408.01
25	(4) FLAGGING					
26	Foreman (300.27/168) Ex.No.18	Hour	32	1.7873	57.19	
27	" Overtime "	"	16	2.66	42.56	
28	Laborers "	"	64	1.447	92.61	
29	" Overtime "	"	32	2.171	69.47	
30	Foreman (300.27/168) Ex.No.19	"	32	1.7873	57.19	
31	" Overtime "	"	12	2.66	31.92	
32	Laborers "	"	64	1.447	92.61	
33	" Overtime "	"	24	2.171	52.10	
34					495.65	

eet 2 of 2.

PROJECT: Highway Relocation - [illegible] to [illegible] Pt., Oregon

Weekly Report Summary No. 12 Week Ending May 31, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(4) FLAGGING (Continued)					
2	Vacation Allowance		$299.60	3.00 %	8.99	
3	Railroad Retirement and					
4	Unemployment Compensation Taxes		504.64	6.25 %	31.54	
5	Workmen's Compensation Insurance		504.64	3.00 %	15.14	
6	Public Liability and					
7	Property Damage Insurance		504.64	1.00 %	5.05	
8						556.37
9	Total (4) Flagging					556.37
10	Total Weekly Report Summary No. 12					964.38

O.K. 7-15 1952
RES. ENGR.
CAREFULLY CHECKED FOR [illegible] RATIO.
APPROVED
Division Engr.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - Oxey to Modoc Pt., Oregon
In Accordance with Agreement Audit No. 89291, dated April 22, 1952
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 5
Supplement No. 1

Week Ending April 19, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(4) FLAGGING					
2	Laborers Ex.No.18	Hour	1	1.447	1.45	
3	Vacation Allowance		$1.45	3.00 %	.04	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		1.49	6.25 %	.09	
6	Workmen's Compensation Insurance		1.49	3.00 %	.04	
7	Public Liability and					
8	Property Damage Insurance		1.49	1.00 %	.01	
9						1.63 Cr.
10	Supplies					
11	Torpedoes	Each	56	5.56 c		3.11 Cr.
12	Handling Cost		$3.11	5.00 %		.16 Cr.
13	Total (4) Flagging					4.90 Cr.
14	Total Weekly Report Summary No. 5 Supplement No. 1					4.90 Cr.

O.K. 1952
RES. ENGR.
APPROVED
Division Engr.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - Ouxy to Modoc Pt., Oregon
In Accordance with Agreement Audit No. 89291, dated April 22, 1952
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 6
Supplement No. 1

Week Ending April 26, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(3) ENGINEERING - INSPECTION					
2	Engr. Insp. (390.00/176)	Hour	6	2.2159	13.30 Cr.	
3	Vacation Allowance		$13.30	3.00 %	.40 Cr.	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		13.70	6.25 %	.86 Cr.	
6	Workmen's Compensation Insurance		13.70	3.00 %	.41 Cr.	
7	Public Liability and					
8	Property Damage Insurance		13.70	1.00 %	.14 Cr.	
9						15.11 Cr.
10	Total (3) Engineering - Inspection					15.11 Cr.
11	Total Weekly Report Summary No. 6 Supplement No. 1					15.11 Cr.

12 Note: Weekly L-7702 in error as daily reports show 34 hours which agrees
13 with audited charges.

O.K. 7 [illegible] 1952
RES. ENGR. [illegible]
CAREFULLY [illegible] DISTRIBUTION
APPROVED [illegible]
Division Engr.

[illegible]

Salem, Oregon June 20, 1952

STATE OF OREGON

To Southern Pacific Company, Dr.

65 Market St., San Francisco, California

Project Modoc Point-Barkley Springs Section

Highway Comm. Agreement No. 388

Sub-Division No.

Ry. Company's Agreement No. Audit 89291

Estimate No. 1

Period Covered March and April, 1952

Prefix & Acct. No. 18-1052

Item	Total Amount To Date	Previous Amount	Present Amount
Bill No. 474543	3402.07	0	3402.07
Totals	3402.07	0	3402.07
Retained 10 %	340.21	0	340.21
Total Payments	3061.86	0	3061.86

Pay This Estimate $ 3061.86

Computed by ____________ Checked by _____

Approved Field Engr. ____________

Previous Voucher No. ____________

Approved:

Bridge Office Engineer

5-52-100M

S-130
(A.A.R. 206)

BILL COLLECTIBLE

Bill No. 424543
Quote above number when remitting

Month's Account May 1952

Portland Division Dept. No. J-471

Date Made JUN 11 1952 19

To SOUTHERN PACIFIC COMPANY. Dr.

State of Oregon
State Highway Commission
Salem, Oregon

Attn: Mr. R. H. Baldock

MAKE REMITTANCE TO:
Southern Pacific Company.
CARE OF LOCAL TREASURER.
65 Market Street.
San Francisco 5. California

Cost of labor and material furnished in connection with highway relocation-Cuxy to [redacted] Ft., Oregon per provisions of Agreement Audit No. [illegible] dated April 22, 1952. Estimate No. 1 - March and April 1952 I certify that the above bill is correct and just; that payment therefore has not been received; that all statutory requirements as to American production and labor standards, and all conditions of purchase applicable to the transactions have been complied with; and that State or local sales taxes are not included in the amounts billed. SOUTHERN PACIFIC COMPANY R. V. COLE, Auditor of Disbursements		$ [illegible]

DISTRIBUTION:

By_________________Chief Clerk

For further information address:
Auditor of Miscellaneous Accounts,
Southern Pacific Company,
65 Market Street,
San Francisco 5, California

424543

SOUTHERN PACIFIC COMPANY

MONTHLY ESTIMATE OF FORCE ACCOUNT WORK

Highway Relocation Ouxy to Modoc Pt., Oregon
In Accordance with Agreement Audit No. 89291, dated April 22, 1952
Between State of Oregon, State Highway Commission and
Southern Pacific Company

March and April
1952

ESTIMATE No. 1

Description (1)	Total Work To Date (2)	Previous Estimates (3)	This Estimate (4)
	$	$	$
(1) Install Flagmen's Facilities	743.00		743.00
(2) Protect Railroad's Facilities			
(3) Engineer - Inspection	1,051.92		1,051.92
(4) Flagging	1,607.15		1,607.15
(5) Accounting			
Total	3,402.07		3,402.07
Total this Estimate			3,402.07

This Estimate is based on Weekly Report Summaries Nos. 1 to 7 Incl.

Sheet 1 of 2.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - Camy to Nodes Pt., Oregon
In Accordance with Agreement Audit No. 89291, dated April 22, 1952
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 1 — Week Ending March 29, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(1) INSTALL FLAGMANS FACILITIES					
2	Construct Flagmans Shanties					
3	Foreman (349.97/168) BRB 116	Hour	8	2.0832	16.67	
4	Asst. Foreman (327.47/168) "	"	32	1.9492	62.37	
5	Carpenter "	"	152	1.805	274.36	
6	" Helper "	"	8	1.613	12.90	
7	Painter "	"	8	1.829	14.63	
8					380.93	
9	Vacation Allowance		$380.93	3.00 %	11.43	
10	Railroad Retirement and					
11	Unemployment Compensation Taxes		392.36	6.25 %	24.52	
12	Workmen's Compensation Insurance		392.36	3.00 %	11.77	
13	Public Liability and					
14	Property Damage Insurance		392.36	1.00 %	3.92	
15						432.57
16	Equipment Operation					
17	Truck SE 7	Mile	50	.05		2.50
18	Material					
19	A-Lumber 2"x4"x20' S4S Fir	Each	2	1.20	2.40	
20	A-Lumber 2"x4"x20' S4S Fir	Each	18	1.10	19.80	
21	B- " 1"x12"x18' Ro. Fir	"	48	1.35	64.80	
22	B- " 4"x6"x7' " "	"	6	1.50	9.00	
23	C-Roof Paper	Rolls	3	4.81	14.43	
24	C-Glass, Window 2'x2'4"	Pcs.	4	.73	2.92	
25	C-Nails 8D Common	Lbs.	25	8.03c	2.01	
26	C- " 4D Finish	"	3	6.44c	.19	
27	C-Bolts 1/2"x7" Mach.	Each	8	6.36c	.51	
28	C- " 1/2"x4" "	"	8	4.18c	.33	
29	C- " 1/2"x10" "	"	12	8.75c	1.05	
30	C-Washers 1/2" (40)	Lbs.	1-1/2	10.54c	.16	
31	A-Speed Boards S.S. 1370	Each	2	12.08	24.16	
32	C-Stove, Peanut	"	3	38.90	116.70	
33	C-Hinge Hasp and Staple	"	3	.19	.57	

NOTED
DEAN SWIFT

S[illegible] 2 of 2.

PROJECT: Highway Relocation - [illegible] to Eden Pt., Oregon

WEEKLY REPORT SUMMARY No. 1 — Week Ending March 29, 1959

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(1) INSTALL FLAGMENS FACILITIES (Continued)					
2	Material (Continued)					
3	C-Strap Hinges	Prs.	3	.38	1.14	
4	[illegible] Jacks Metal	Each	3	8.73	26.19	
5						296.36
6	Handling Cost - Stores and Material Yards @296.36			5.00 %		14.82
7	Estimated value of material to be recovered					205.00 Cr.
8	Freight	Tons	Miles	Ton Miles		
9	A-West Oakland to					
10	Klamath Falls	.529	395.9	209.43		
11	B-Salem to Klamath Falls	3.917	265.0	1038.01		
12	C-Sacramento to					
13	Klamath Falls	.209	333.7	69.74		
14				1317.18	.01 TM	13.17
15	Total (1) Install Flagmens Facilities					563.92
16	Total Weekly Report Summary No. 1					563.92

O.K.

APPROVED
Div. Gen Engr.

UTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - Ouxy to Hodes Pt., Oregon
In Accordance with Agreement Audit No. 89291, dated April 22, 1952
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

__WEEKLY REPORT SUMMARY No. 2__ __Period Ending March 31, 1952__

Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
			$	$	$

__NOTHING TO REPORT__

5 30 1952

APPROVED

Division Engr.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - Camp to Hodes Pt., Oregon
In Accordance with Agreement Audit No. 89291, dated April 22, 1952
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 3 Period Ending April 5, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(1) INSTALL FLAGMENS FACILITIES					
2	Temporary Phones					
3	Lineman (399.78/176) Tele.Dept.	Hour	16	2.2715	36.34	
4	Vacation Allowance		$36.34	3.00 %	1.09	
5	Railroad Retirement and					
6	Unemployment Compensation Taxes		37.43	6.25 %	2.34	
7	Workmen's Compensation Insurance		37.43	3.00 %	1.12	
8	Public Liability and					
9	Property Damage Insurance		37.43	1.00 %	.37	
10						41.26
11	Personal Expense					
12	R. Reed - Lineman	Meals	2			2.50
13	Equipment Operation					
14	Truck Tel. No. 51	Miles	100	.05		5.00
15	Material					
16	Telephone 317AE S.E.	Each	1	35.54	35.54	
17	" 1417B "	"	2	25.23	50.46	
18	Ground Rods Cop.	"	3	2.16	6.48	
19	Protectors 98A	"	5	1.69	8.45	
20	Wire, Spiral 4 Condr.	Ft.	200	.08	16.00	
21	" R.C. Duplex #16	"	300	.03	9.00	
22	Ext. Bells 2500 ohm	Each	2	9.96	19.92	
23	Gen Key 6017B	"	1	11.20	11.20	
24	Batteries, Dry Cell	"	6	.43	2.58	
25						159.63
26	Handling cost - stores & material yards		$159.63	5.00 %		7.98
27	Estimated value of material to be recovered					136.00 Cr.
28	Total (1) Install Flagmens Facilities					80.37
29	Total Weekly Report Summary No. 3					80.37

CK. 5-27 1952
APPROVED Division Engr.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - Cuny to Rodes Pt., Oregon
In Accordance with Agreement Audit No. C9291, dated April 22, 1952
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 4 — Week Ending April 12, 1952

	Description (1)		Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
					$	$	$
1	(1) INSTALL FLAGMENS FACILITIES						
2	Temporary Indicators						
3	Lead Signalman	Sig.No.2	Hour	8	2.011	16.09	
4	Signalman	"	"	16	1.951	31.22	
5	Asst. Signalman	"	"	8	1.723	13.78	
6						61.09	
7	Vacation Allowance			$61.09	3.00 %	1.83	
8	Railroad Retirement and						
9	Unemployment Compensation Taxes			62.92	6.25 %	3.93	
10	Workmen's Compensation Insurance			62.92	3.00 %	1.89	
11	Public Liability and						
12	Property Damage Insurance			62.92	1.00 %	.63	
13							69.37
14	Equipment Operation						
15	Truck No. 1181 (C.T.R.)(99.50/22)		Day	1	4.5227		4.52
16	Material						
17	Relay, DN-11 4 Pt. 40 Ohm		Each	1			
18	Indicator, Head Sw. type		"	2			
19	Connector, Flex Track		"	4			
20	Wire, #14 Flex.		Ft.	50			
21	" #14 Ins. Copper		"	400			
22	" #10 1 condr.		"	100			
23	Protectors, Bond wire		Each	2			
24	Sleeves, Nico-Press #1-162		"	4			
25	Clevis, Dead End #1341		"	2			
26	Bolts, 5/8"x6" Mach.		"	2	Cost to Follow		____
27	Total (1) Install Flagmens Facilities						73.89
28	Total Weekly Report Summary No. 4						73.89

52

APPROVED .... Division Engr.

Sheet 1 of 2.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - Curry to Hodes Pt., Oregon
In Accordance with Agreement Audit No. 89291, dated April 22, 1952
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 5 Week Ending April 19, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(1) INSTALL FLAGMENS FACILITIES					
2	Speed Boards					
3	Foreman (298.27/176) Sec.No.250	Hour	2	1.6947	3.39	
4	Laborers "	"	12	1.447	17.36	
5					20.75	
6	Vacation Allowance		$20.75	3.00 %	.62	
7	Railroad Retirement and					
8	Unemployment Compensation Taxes		21.37	6.25 %	1.34	
9	Workmen's Compensation Insurance		21.37	3.00 %	.64	
10	Public Liability and					
11	Property Damage Insurance		21.37	1.00 %	.21	
12						23.56
13	Total (1) Install Flagmens Facilities					23.56
14	(3) ENGINEERING - INSPECTION					
15						
16	Engr. Insp. (400.00/176)	Hour	40	2.2727	90.91	
17	" " Overtime	"	21-1/2	3.4091	73.30	
18					164.21	
19	Vacation Allowance		$90.91	3.00 %	2.73	
20	Railroad Retirement and					
21	Unemployment Compensation Taxes		166.94	6.25 %	10.43	
22	Workmen's Compensation Insurance		166.94	3.00 %	5.01	
23	Public Liability and					
24	Property Damage Insurance		166.94	1.00 %	1.67	
25						184.05
26	Personal Expenses					
27	G. L. Beckman Engr. Insp.	Meals	17		24.05	
28	" "	Lodging	6	2.50	15.00	
29						39.05
30	Employees Automobile					
31	G. L. Beckman	Miles	300	.07		21.00
32	Total (3) Engineering - Inspection					244.10

et 2 of 2.

PROJECT: Highway Relocation - [illegible] to [illegible] Pt., Oregon

Weekly Report Summary No. 5 Week Ending April 19, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(A) FLAGGING					
2	Foreman (300.28/176) Ex.No.18	Hour	32	1.7061	54.60	
3	" Overtime	"	22-1/2	2.66	59.85	
4	Laborers	"	58	1.447	83.93	
5	" Overtime	"	42	2.171	91.18	
6					289.56	
7	Vacation Allowance		$138.53	3.00 %	4.16	
8	Railroad Retirement and					
9	Unemployment Compensation Taxes		293.72	6.25 %	18.36	
10	Workmen's Compensation Insurance		293.72	3.00 %	8.81	
11	Public Liability and					
12	Property Damage Insurance		293.72	1.00 %	2.94	
13						323.83
14	Supplies					
15	Flags, Yellow Slow, Metal	Each	2	1.00	2.00	
16	" Green Resume Speed	"	2	1.00	2.00	
17	Lanterns, Green	"	2	2.82	5.64	
18	Metal Flag and Lantern Staffs	"	3	1.46	4.38	
19	Lanterns, White	"	3	2.09	6.27	
20	" Red	"	3	2.81	8.43	
21	Flags, Red	"	3	.25	.75	
22	Locks	"	3	1.38	4.14	
23	Keys	"	6	Incl. with locks		
24	Oil Can, 1 Gal.	"	3	.82	2.46	
25	Hose Bibb 3/4"	"	1	.63	.63	
26	Oil, Switch Light	Gal.	25	.11	2.75	
27	Axe, Single Bit	Each	1	2.71	2.71	
28	Torpedoes	"	200	5.56 C	11.12	
29	Fusees	"	50	14.75 gr	5.12	
30	Coal	Lbs.	1200	7.72 N T	4.63	
31						63.03
32	Handling Cost		$63.03	5.00 %		3.15
33	Total (A) Flagging					390.01
34	Total Weekly Report Summary No. 5					697.67

5-22-52

APPROVED ______ Division Engr.

Sheet 1 of 2.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - Cuny to Nodes Pt., Oregon
In Accordance with Agreement Audit No. 89291, dated April 22, 1951
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 6 Week Ending April 26, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(1) INSTALL FLAGMENS FACILITIES					
2	Temporary Telephones					
3	Linemen (399.76/176) Tel. Dept.	Hour	4	2.2715	9.09	
4	Vacation Allowance		$9.09	3.00 %	.27	
5	Railroad Retirement and					
6	Unemployment Compensation Taxes		9.36	6.25 %	.59	
7	Workmen's Compensation Insurance		9.36	3.00 %	.28	
8	Public Liability and					
9	Property Damage Insurance		9.36	1.00 %	.09	
10						10.32
11	Personal Expense					
12	R. A. Reed Linemen	Meals	1			1.15
13	Equipment Operation					
14	Truck Tel. No. 51	Miles	35	.05		1.75
15	Material					
16	W. P. Horn #8526	Each	1	17.56	17.56	
17	Relay, Tele. Ext. Signal	"	1	24.38	24.38	
18						41.94
19	Handling Cost		$41.94	5.00 %		2.10
20	Estimated Value of Material to be Recovered					36.00 Cr.
21	Total (1) Install Flagmens Facilities					21.26
22	(3) ENGINEERING - INSPECTION					
23	Engr. Insp. (400.00/176)	Hour	40	2.2727	90.91	
24	" " Overtime	"	32	3.4091	109.09	
25	" " (390.00/176)	"	40	2.2159	88.64	
26	" " Overtime	"	26	3.3239	86.42	
27					375.06	
28	Vacation Allowance		$179.55	3.00 %	5.39	
29	Railroad Retirement and					
30	Unemployment Compensation Taxes		380.45	6.25 %	23.78	
31	Workmen's Compensation Insurance		380.45	3.00 %	11.41	
32	Public Liability and					
33	Property Damage Insurance		380.45	1.00 %	3.80	
34						419.44

Sheet 2 of 2.

PROJECT: Highway Relocation - [illegible], Oregon

Weekly Report Summary No. 6 Week Ending April 26, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(3) ENGINEERING - INSPECTION (Continued)					
2	Personal Expense					
3	G. L. Beckman Engr. Insp.	Meals	21		30.55	
4	" "	Lodging	7	2.50	17.50	
5	R. J. McGregor "	Meals	18		22.75	
6	" "	Lodging	6	2.50	15.00	
7						85.80
8	Employees Automobile					
9	G. L. Beckman	Miles	200	.07	14.00	
10	"	"	40	.06	2.40	
11	R. J. McGregor	"	350	.07	24.50	
12						40.90
13	Total (3) Engineering - Inspection					546.14
14	(4) FLAGGING					
15	Foreman (300.28/176) Ex.No.18	Hour	40	1.7061	68.24	
16	" Overtime "	"	32	2.66	85.12	
17	Laborers "	"	80	1.447	115.76	
18	" Overtime "	"	64	2.171	138.94	
19	Foreman (300.28/176) Ex.No.19	"	40	1.7061	68.24	
20	" Overtime "	"	20	2.66	53.20	
21	Laborers "	"	80	1.447	115.76	
22	" Overtime "	"	40	2.171	86.84	
23					732.10	
24	Vacation Allowance		$368.00	3.00 %	11.04	
25	Railroad Retirement and					
26	Unemployment Compensation Taxes		743.14	6.25 %	46.45	
27	Workmen's Compensation Insurance		743.14	3.00 %	22.29	
28	Public Liability and					
29	Property Damage Insurance		743.14	1.00 %	7.43	
30						819.31
31	Total (4) Flagging					819.31
32	Total Weekly Report Summary No. 6					1,386.71

5-?-52

APPROVED Division Engr.

Sheet 1 of 2.

UTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - Gary to Hodes Pt., Oregon
In Accordance with Agreement Audit No. 57291, dated April 22, 1952
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 7 Period Ending April 30, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(3) ENGINEERING - INSPECTION					
2	Engr. Insp. (400.00/176)	Hour	24	2.2727	54.54	
3	" " Overtime	"	12	3.4091	40.91	
4	" " (390.00/176)	"	24	2.2159	53.18	
5	" " Overtime	"	7	3.3239	23.27	
6					171.90	
7	Vacation Allowance		$107.72	3.00 %	3.23	
8	Railroad Retirement and					
9	Unemployment Compensation Taxes		175.13	6.25 %	10.95	
10	Workmen's Compensation Insurance		175.13	3.00 %	5.25	
11	Public Liability and					
12	Property Damage Insurance		175.13	1.00 %	1.75	
13						193.08
14	Personal Expense					
15	G. L. Beckman Engr. Insp.	Meals	12		17.80	
16	" " " "	Lodging	4	2.50	10.00	
17	E. J. McGregor " "	Meals	12		15.20	
18	" " " "	Lodging	4	2.50	10.00	
19						53.00
20	Employees Automobile					
21	G. L. Beckman	Miles	120	.06	7.20	
22	E. J. McGregor	"	120	.07	8.40	
23						15.60
24	Total (3) Engineering - Inspection					261.68
25	(4) FLAGGING					
26	Foreman (300.28/176) Gr.No.18	Hour	24	1.7061	40.95	
27	" Overtime "	"	12	2.66	31.92	
28	Laborers "	"	40	1.447	57.88	
29	" Overtime "	"	20	2.171	43.42	
30	Foreman (300.28/176) Gr.No.19	"	24	1.7061	40.95	
31	" Overtime "	"	7	2.66	18.62	
32	Laborers "	"	48	1.447	69.46	

Sheet 2 of 2.

PROJECT: Highway Relocation - Curry to Modoc Pt., Oregon

Weekly Report Summary No. 7 Period Ending April 30, 1952

	Description (1)		Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
					$	$	$
1	(A) FLAGGING (Continued)						
2	Laborers Overtime	Sp.No.19	Hour	14	2.171	30.39	
3	Watchman	Sec. 250	"	8	1.473	11.78	
4	" Overtime	"	"	4	2.210	8.84	
5						354.21	
6	Vacation Allowance			$221.02	3.00 %	6.63	
7	Railroad Retirement and						
8	Unemployment Compensation Taxes			360.84	6.25 %	22.55	
9	Workmen's Compensation Insurance			360.84	3.00 %	10.83	
10	Public Liability and						
11	Property Damage Insurance			360.84	1.00 %	3.61	
12							397.83
13	Total (A) Flagging						397.83
14	Total Weekly Report Summary No. 7						659.51

5 ... 52

APPROVED .... Division Engr.

FORM E-30X 25M 9-40 34899

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 29, 1952

SUBJECT:

To:

Mr. W. C. Williams
Asst. State Highway Engineer
Building

Dear Sir:

We have received and are placing in the files under Railroad Agreement No. 388 the Commission's copy of an agreement with the Southern Pacific Company concerning construction of the Modoc Point-Barkley Springs Section of The Dalles California Highway.

Limit [illegible]

This agreement is dated April 22, 1952.

Very truly yours

HKS

Secretary

18-1052

BF 26(9)

FAQ:md 5/28

cc - G. S. Paxson

RECEIVED
JUN 2 - 1952
[illegible] HIGHWAY COMMISSION
[illegible] DEPARTMENT

RECEIVED
FOR FILING

4-53-300

Southern Pacific Company
65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

file

S-2708

IN REPLY PLEASE REFER TO
912/323

October 26, 1953

E. E. MAYO
CHIEF ENGINEER
C. J. ASTRUE
ASSISTANT CHIEF ENGINEER
R. W. PUTNAM
ENGINEER MAINTENANCE OF
WAY AND STRUCTURES
W. M. JAEKLE
ASSISTANT CHIEF ENGINEER
H. M. WILLIAMSON
ASSISTANT ENGINEER MAINTENANCE OF
WAY AND STRUCTURES

Copy mailed
to Mr. Maison
Mr. [illegible]

Mr. R. H. Baldock,
State Highway Engineer,
Oregon State Highway Department,
Salem, Oregon.

Dear Sir:

Reference is made to your letter of October 15, addressed to Mr. R. C. Nissen, Assistant to Chief Engineer, regarding final billing for the cost of labor and materials furnished in connection with highway relocation between Ouxy and Modoc Point, Oregon.

Your Mr. Maison called at this office on June 16 to discuss this matter and on June 18 we placed the question of a correction to the bill before our Management for authority, who on July 13 advised his approval to our Auditor. Unfortunately, however, the letter addressed to our Auditor by our Management became lost and upon receipt of your letter of October 15 we conferred with our Auditor, who has corrected the accounting and it will be satisfactory for you to deduct the total exceptions in the amount of $2233.95 from the final bill. We will not render an adjusted final billing.

Yours truly,

E. E. Mayo

Maison advised by telephone to pay on corrected billing.
WCW.

NOTED
W. C. WILLIAMS

RECEIVED
2 1953

RECEIVED
OCT 1 6 1953
FOR FILING

1-26(7)

3269

4572

October 15, 1953

Mr. R. C. Nissen
Assistant to Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco 5, California

Dear Mr. Nissen:

We have received an inquiry from Mr. George Nelson regarding the status of your bills covering retained percentages and final billing for the cost of labor and materials furnished in connection with highway relocation between Ouxy and Modoc Point, Oregon.

The total cost to the Highway Department, according to your final billing, was $33,618.18; however, our Auditor, Mr. C. H. Maison, took exception to certain items in your billing. One of the exceptions was for the three per cent vacation allowance charged on overtime labor. This amounted to three per cent of $11,393.49, or a deduction of $341.80.

Our agreement with the Railroad Company stated, in part, that progress billings and a final bill, on the basis of items set forth in the estimated cost of the work, be submitted by the Railroad Company. One of the items set forth in the agreement was for accounting expense. Your final billing showed the amount of $2,407.79 for supervision expense in lieu of the expense for accounting. The actual accounting expense, as ascertained by our audit, amounted to $515.64, or a difference of $1,892.15.

It is my understanding that Mr. Maison discussed these exceptions with you at the time of the audit, and that you agreed to recommend that these exceptions be allowed.

Will you kindly advise if you wish us to deduct the total exceptions in the amount of $2,233.95 from your final bill or if you will render an adjusted final billing.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

CHM: me

cc Mr. C. H. Maison
Mr. C. A. Gardner

ASSIGNMENT

No. 4572
By

e: October 9, 1953

Description: **Letter of October 7 by Geo. Nelson of the Southern Pacific Company regarding bills collectible for cost of labor and material furnished in connection with highway relocation between Ouxy and Modoc Point**

Acknowledged by _____ Referred to ____Gardner ✓______

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
xx Return with rough draft of reply
Please prepare for ____________ signature
____
____

PLEASE RETURN TO W. C. WILLIAMS

Assignment executed 10-15-53 Report received ________

Remarks:

STATE HIGHWAY

ia-D

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

P. J. KENDALL
GENERAL AUDITOR
U. E. NORDEEN
H. C. McCLEER
C. S. MacKENZIE
ASST. GENERAL AUDITORS

R. V. COLE
AUDITOR OF DISBURSEMENTS
C. H. FLEMER
AUDITOR OF EQUIPMENT SERVICE ACCOUNTS
E. M. JOHNSON
AUDITOR OF PAY ROLL ACCOUNTS
H. J. KIHN
AUDITOR OF FREIGHT ACCOUNTS

GEO. NELSON
AUDITOR OF MISCELLANEOUS ACCOUNTS
S. S. WEMETT
AUDITOR OF CAPITAL EXPENDITURES
W. W. WILLSON
AUDITOR OF PASSENGER ACCOUNTS

IN REPLY PLEASE REFER TO

EB-220-113-State of Oregon
Highway Department

OCT 7 1953

PLEASE RETURN TO
W. C. WILLIAMS

State of Oregon
c/o R. H. Baldock
State Highway Engineer
Salem, Oregon

Gentlemen:

We have outstanding in our accounts bills collectible totaling $5,659.74, rendered against you for cost of labor and material furnished in connection with highway relocation between Ouxy and Modoc Point, Oregon, per provisions of agreement audit No. 89291, dated April 22, 1952, detail as follows:

Bill No.	Date	Amount	
424543	June 1952	$340.21-10%	bal due.
237264	" "	610.64-10%	bal due.
424999	July 1952	582.45-10%	bal due.
426890	Aug. 1952	571.48-10%	bal. due.
427720	Dec. 1952	1001.81-	
428720	Apr. 1953	2553.15-	
		$5659.74	Total

Will you please advise when we may expect your remittance, amount $5,659.74, to be forwarded to S.P. Co., c/o Treasury Department, 65 Market st., San Francisco 5, California, so that we may be in a position to clear this amount from our accounts.

Your prompt attention and cooperation in this matter will be appreciated.

Yours truly,

GEO. NELSON

By

RECEIVED
OCT 9 1953
STATE [illegible]

RECEIVED
OCT - 8 [illegible]
[illegible] STATE HIGHWAY COMMISSION
[illegible] DEPARTMENT

F-26(8) Barkley Springs-Algoma Sec., 1950
The Dalles-Calif. Hwy.
#3289
Folder # 1

EIVED
OR FILING

ASSIGNMENT

Date: October 15, 1952

No. ~~377~~
By

Description: Five copies of SP Company Bill #425457 for cost of labor and material furnished in connection with highway relocation - Ouxy to Modoc Point. Amount $4,818.51.

Acknowledged by _____ Referred to Gardner

Investigate and report with recommendation
xx ~~Investigation~~, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
~~Please prepare for~~ __________ signature

RECEIVED
OCT 15 1952
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed ________ Report received ________

Remarks: Being processed for payment 2 [illegible]

RECEIVED
FOR FILING

F-26 (8)

(CONTRACT NO.)
E-81

OREGON STATE HIGHWAY DEPARTMENT
(date)
April 11, 1952

	(EST. NO.)	(CONTRACTOR)
3289	20-final	Peter Kiewit Sons' Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
6054	R-38361	$ 1,500.00	4/11/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A.H. Wichlander
ACCOUNTING DIVISION

Specified Completion Date: July 31, 1951

Time Extensions: Extended to Aug. 31, 1951 without penalty

Completion Date: Aug. 11, 1951

Date Accepted: Sep. 12, 1951

Penalties: None of record

Claims: None of record

Remarks:

Date: 4-14-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H B Glaisyer

H. B. Glaisyer
Secretary

Warrant Mailed: APR 14 1952
A.H. Wichlander

NOTED ON CARD
4-14-52, gl

RECEIVED FOR FILING

726(8)

3289

STATE OF OREGON

Salem, Oregon April 7 , 1952

To Western Union Telegraph Co. , Dr.

San Francisco, California

Project Barkley Springs

Algoma

Highway Comm. Agreement No. Misc. 1196

Sub-Division No.

Ry. Company's Agreement No.

Estimate No. 3 Final

Period Covered Entire Job

Prefix & Acct. No. 18-1048-284

Item	Total Amount To Date	Previous Amount	Present Amount
Bill No. 11643	3,244.77	3,244.77	
" " 83	3,022.33	3,022.33	
" " 20	1,310.24		1,310.24
Totals	7,577.34	6,267.10	1,310.24
Retained No %		626.71	626.71
Total Payments	7,577.34	5,640.39	1,936.95

Computed by Checked by

Pay This Estimate $ 1,936.95

Approved Field Engr.

Approved:

Previous Voucher No.

Bridge Office Engineer

Form 8810 A

March 25, 1952

BILL No. 20

SHEET No. 1

Oregon State Highway Commission
c/o Mr. R. N. Baldock, Engr.
Salem, Oregon

TO THE WESTERN UNION TELEGRAPH COMPANY
(INCORPORATED)

PLEASE DRAW CHECK TO THE ORDER OF THE COMPANY AND MAIL IT TO

Cashier San Francisco, Calif.

TO WHOM ANY CORRESPONDENCE WITH REFERENCE TO THIS BILL SHOULD BE ADDRESSED

Est. 606-50 - Final billing in connection with the construction of new highway along the east side of the Southern Pacific R.R. between Algoma and Ouxy, Oregon.

Material:

6	Anchors, Rock Spec.	.46	ea.	2.76
18	" , Logs 10M	1.80	"	32.40
60	Bands, Metal 10M	11.67	M	.70
30	" , " 6M	11.57	M	.35
25	" , Alum. 6M	10.27	M	.26
32	Bolts, Carriage 3/8 x 4 (18)	2.06	C	
	(14)	2.21	C	.68
17	Bolts, X-arm 10"	19.54	C	3.32
15	" " 12"	14.72	C	2.21
6	" " 16"	14.713	C	.88
2	" " 18"	20.44	C	.41
10	" " DE 16"	27.51	C	2.75
4	" " DE 18"	29.97	C	1.20
2	Braces, X-arm	8.314	C	.17
90	Brackets, Pole Wood	4.40	C	3.96
31	Clamps, Susp. 1B	.10	ea.	3.10
37	" Guy 3BL	27.02	C	10.00
40	" " 3BH	30.53	C	12.21
8	Connectors, Strand	.42	ea.	3.36
40	Cloth, Metalite #100	2.82	C	1.13
38	X-arms, Fir 10'	2.10	ea.	79.80
4	Guards, Guy 8'	1.15	ea.	4.60
10	Hooks, Guy	5.40	C	.54
1	Houseline	2.57	ea.	2.57
160	Insulators, Glass Std.	53.88	M	8.62
4	" Knob Porc.	54.75	M	.22
6	" Strain 2A Porc	28.44	C	1.71
4	" " 1A "	21.38	C	.86
5#	Nails, Galv. 6D	11.17	Cwt.	.56
1#	" " 10D	.09	lb.	.09
5#	" " 30D	10.50	Cwt.	.53
6#	" " 50D	9.50	"	.57
265	Pins, Wood Insulator (180)	31.62	M	
	(85)	40.57	M	9.14
10	Plates, Guy Type R	9.91	C	.99
1	Poles, RWC Class 6-25'	6.90	ea.	6.90

Form 3310 A

March 25, 1952

BILL No. 20

SHEET No. 2

Oregon State Highway Commission

TO **THE WESTERN UNION TELEGRAPH COMPANY**
(INCORPORATED)

PLEASE DRAW CHECK TO THE ORDER OF THE COMPANY AND MAIL IT TO

TO WHOM ANY CORRESPONDENCE WITH REFERENCE TO THIS BILL SHOULD BE ADDRESSED

2	Poles, RWC, Class 3-35'	16.83	ea.	33.66
4	" " " 6-40'	17.60	"	70.40
3	" " " 6-20'	6.05	"	18.15
8	" " " 6-25'	6.05	"	48.40
1	" " " 4-30'	10.27	"	10.27
1	" " " 6-30'	9.30	"	9.30
3	" " " 3-30'	12.60	"	37.80
1	" , CYP, " 6-35'	5.82	"	5.82
8	" " " 4-30'	12.79	"	102.32
1	" " " 5-30'	10.67	"	10.67
1	" " " 6-30'	8.00	"	8.00
705	Rings, Cable Steel 2½" Dup.	33.41	M	23.55
2000	" " " 2" "	28.82	M	57.64
34	" , Bridle P.E. ST 5/8"	63.82	M	2.17
20	" " " " 1"	7.53	C	1.51
1	" " " " 1½"	11.52	C	.12
18	Rods, Guy 3/4"	1.57	ea.	28.26
35	Screws, FD 4½"	3.97	C	1.39
4	" Lag 3/8 x 4	2.89	C	.12
110	Sleeves, Cop. Comp. ST #9(60)	41.13	M	
	(50)	39.72	M	4.45
300	" " " ST #16	12.64	M	3.79
70	" " " Comb.9x16	4.34	C	3.04
100	" " NP 1-134J (50)	4.58	C	
	(50)	9.19	C	6.89
50	" " NP 91-114D	5.63	C	2.82
50	" " NP 91-134J	15.26	C	7.63
50	" Steel NP 92-165J	.178	ea.	8.90
50	" " NP 2-165 J	8.64	C	4.32
1#	Solder, Wire, Rosin Core 1/16"	.56	lb.	.56
1#	" Solid Wire 5/32"	38.36	Cwt.	.38
1 Can	Soldering Paste	9.64	C	.10
5795'	Strand Steel 6M	23.30	M	135.02
1345'	" " 10M	.029	Ft.	39.01
5	Tape, Elec. # 3 Scotch	.97	ea.	4.85
50,060'	Wire, Copperweld Tw Pr Dist #16	22.54	M/Ft.	1128.35
18#	Wire, Copper Line #9	22.50	Cwt.	4.05
107#	" " " #8	28.68	"	30.69
20#	" " Tie #9	24.89	"	4.98
10#	" " Tie #8	.297	lb.	2.97

Form 3810 A

March 25 1952

BILL No. 20

SHEET No. 3

Oregon State Highway Commission

TO THE WESTERN UNION TELEGRAPH COMPANY
(INCORPORATED)

PLEASE DRAW CHECK TO THE ORDER OF THE COMPANY AND MAIL IT TO

TO WHOM ANY CORRESPONDENCE WITH REFERENCE TO THIS BILL SHOULD BE ADDRESSED

20#	Wire, Bronze, Tie #9	29.18 Cwt.	5.84		
141#	" Steel Line #8	9.414 "	13.27		
8#	" " Tie #9	10.43 "	.83		
51	Metal Characters		.77		
				2082.61	
	Handling Charge 5%			104.13	
	Transportation			481.16	
				2667.90	
	Less Items recovered from temporary plant as follows:				
5	Anchor Rock Special	.46 ea.	2.30		
12	Bolts, X-arm 10"	19.54 C	2.34		
4	" " 16"	14.713 C	.59		
1	" " 18"	20.44 C	.20		
8	" " DE 16"	27.51 C	2.20		
4	" " DE 18"	29.97 C	1.20		
2	Braces, X-arm	8.314 C	.17		
26	Clamps, Susp 1B	.10 ea.	2.60		
4	" Guy 3BL	27.02 C	1.08		
30	" " 3BH	30.53 C	9.16		
8	Connectors, Strand	.42 ea.	3.36		
8	X-arms, Fir 10'	2.10 ea.	16.80		
9	Hooks, Guy	5.40 C	.49		
6	Insulators, Strain 2A	28.44 C	1.71		
2	" " 1A	21.38 C	.43		
6	Plates, Guy Type 8	9.91 C	.59		
705	Rings, Cable St. 2¼" Dum	33.41 M	23.55		
1845	" " " " "	28.82 M	53.17		
13	" Bridle PE ST 5/8"	63.82 M	.83		
16	" " " " 1"	7.50 C	1.20		
4275'	Strand Steel 6M	23.30 M	99.61		
600'	" " 10M	.029 Ft.	17.40		
44,000'	Wire, Copperweld TW PR #16	22.54 M	991.76		
			1232.74		
	Less 10% Depreciation		123.27		
				-1109.47	
1	Pole, RWC Class 5-35'	16.83 ea.	16.83		
1	" " " 5-40'	17.60 "	17.60		
			34.43		
	Less 15% Depreciation		5.16		
				29.27	

Form 3310 A

March 25, 1952

BILL No. 20

SHEET No. 4

Oregon State Highway Commission

TO THE WESTERN UNION TELEGRAPH COMPANY
(INCORPORATED)

PLEASE DRAW CHECK TO THE ORDER OF THE COMPANY AND MAIL IT TO

TO WHOM ANY CORRESPONDENCE WITH REFERENCE TO THIS BILL SHOULD BE ADDRESSED

Less credit due the State for poles retired, which are based on current value of new polos, equal in length of poles removed and of kind and class of poles installed, less 15% to compensate for loss in service life:

17	Poles, WCT, Class	6-20'	6.02	102.34		
9	" " "	6-25'	8.01	72.09		
1	" " "	6-30'	11.12	11.12	-185.55	
SALVAGE:						
1	Bracket, Trans. SC			.68		
1	Bolt, X-arm 18"			.21		
65#	Wire, Copper Line #9			14.63		
85#	" , Bare Copper			17.85	- 33.37	1,310.24

I certify that the above bill is correct and just; that payment therefor has not been received; that all statutory requirements as to American production and labor standards, and all conditions of purchase applicable to the transactions have been complied with.

THE WESTERN UNION TELEGRAPH COMPANY

C P Norton
Area Superintendent

O.K. 1952
RES. ENGR.
CAREFULLY C[illegible]
APPROVED
Division Engr.

Salem, Oregon **October 18**, 19**51**

STATE OF OREGON,

To **Western Union Telegraph Company**, Dr.

San Francisco, California

Project **Barclay Springs - Algoma**
(Algoma - Ouxy)

Highway Comm. Agreement No. **Misc. 1196**

Sub-Division No.

Ry. Company's Agreement No.

Estimate No. **2**

Period Covered **June and July 1951**

Prefix & Acct. No. **18-1048-264**

Item	Total Amount To Date	Previous Amount	Present Amount
Bill No. 11643	3,244.77	3,244.77	-0-
Bill No. 83	3,022.33	-0-	3,022.33
Totals	6,267.10	3,244.77	3,022.33
Retained 10 %	626.71	324.48	302.23
Total Payments	5,640.39	2,920.29	2,720.10

Computed by ____ Checked by ____

Pay This Estimate $ 2,720.10

Approved Field Engr. ____

Approved:

Previous Voucher No. ____

CAG
Bridge Office Engineer

Form 8310 A

September 25, 1951

BILL No. 83

SHEET No.

Oregon State Highway Commission
c/o Mr. R. H. Baldock, Engr.
Salem, Oregon.

TO THE WESTERN UNION TELEGRAPH COMPANY, DR.
(INCORPORATED)

PLEASE DRAW CHECK TO THE ORDER OF THE COMPANY AND MAIL IT TO

Cashier, San Francisco, Calif.

TO WHOM ANY CORRESPONDENCE WITH REFERENCE TO THIS BILL SHOULD BE ADDRESSED

PROGRESSIVE BILLING

Est. 606-50 - Permanent work in connection with the construction of new highway along the east side of Southern Pacific R.R. between Algoma and Ouxy, Oregon

Foreman L. M. Barnett and Crew, June 24 through July 23, 1951

Wages: F'mn 181 Hrs.		306.20		
Crew 1051 "		1,201.43		
Subsistence - Foreman & Crew:				
582 meals	587.52			
195 lodgings	321.50			
		909.02		
General F'mn Turner - May 28, 31 and June 18, 1951 24 Hrs.		46.57		
			2,463.22	
G.A.M. 299 loadings:				
Total Wages		1,554.20		
Board Allowance:				
F'mn. & Crew - 1232 hrs. x .4775 (44 hrs. wk. @ 21.00)		588.28		
		2,142.48		
Vacation pay and allowances and holiday pay 6.39%		136.90	136.90	
		2,279.38		
Pension, death & sickness benefits and group insurance 8.15%			185.77	
Workmen's Comp. Ins. 3.00%			68.38	
P.L. & P.D. Ins. 1.00%			22.79	
Social Security Taxes:				
Wages & Board Allowance	2,142.48			
Taxable proportion 95%	2,035.36			
Tax 4.3%			87.52	
Truck Mileage 1155 mi. @ .05			57.75	
				3,022.33

O.K. [illegible] 1951
RES. ENGR.
CAR. FULLY C[illegible]D FOR DIM. [illegible]ATIO.
APPROVED
Division Engr.

I certify that the above bill is correct and just; that payment therefor has not been received; that all statutory requirements as to American production and labor standards, and all conditions of purchase applicable to the transactions have been complied with.

WESTERN UNION TELEGRAPH COMPANY

C P Norton.
Area Supt. [illegible] Plant

Br. Dept. Copy

Salem, Oregon September 27, 1950

STATE OF OREGON,

To Western Union Telegraph Company, Dr.

San Francisco, California

Project Barclay Springs-Algoma Section (Algoma-Ouxy) Section

Highway Comm. Agreement No. Misc. 1196

Sub-Division No.

Ry. Company's Agreement No.

Estimate No. 1

Period Covered

Prefix & Acct. No. 18-1648-284

Item	Total Amount To Date	Previous Amount	Present Amount
Bill No. 11643	3,244.77	-0-	3,244.77
Totals	3,244.77	-0-	3,244.77
Retained 10 %	324.48	-0-	324.48
Total Payments	2,920.~~33~~ 29	-0-	2,920.~~33~~ 29

Pay This Estimate $ 2,920.~~33~~ 29

Computed by ______ Checked by ______

Approved Field Engr. ______

Previous Voucher No. ______

Approved:

Bridge Office Engineer

Cont. # 3289

Form 2810 A

Aug. 8, 19 50

BILL No. 11643

SHEET No. 1

Oregon State Highway Commission
c/o Mr. R. N. Baldock, Engineer
Salem, Oregon

TO **THE WESTERN UNION TELEGRAPH COMPANY,** DR.
(INCORPORATED)

PLEASE DRAW CHECK TO THE ORDER OF THE COMPANY AND MAIL IT TO
Cashier, San Francisco, Cal.
TO WHOM ANY CORRESPONDENCE WITH REFERENCE TO THIS BILL SHOULD BE ADDRESSED

Progressive Billing

Est. 606-50 - Temporary work in connection with the construction of a new highway along the east side of the Southern Pacific Railroad between Algoma and Ouzy, Oregon

Foreman Louthan & Crew, May 17, through June 4, 1950

Wages: Foreman 103 Hrs. @ 1.58932	163.70	
Crew 813 Hrs. @ 1.01431	824.63	
Cooks 225 Hrs. @ 1.08671	244.51	
Cooks 26½ " OT @ 2.32792	61.69	
Other subsistence, Foreman & Crew, 440 meals, 154 lodgings in W.U. camp car outfit	513.73	
36 meals, 9 lodgings, purchased outside of outfit	57.86	
Outfit rental 18 Da. @ 10.00	180.00	2046.12
Gen. Foreman Turner 4/12/50: 4 Hrs. @ 1.89292		7.57
Inspector Kirkup Sept. 29 & 30, 1949: 12 Hrs. @ 1.75		21.00
Oct.7,8,12,13,14,15,1949 34 2/3 Hrs. @ 1.75 (10 2/3 Hrs. Sat. time @ 1½ times)		70.00
Dec. 28 & 29, 1949 7 Hrs. @ 1.75		12.25
Jan. 4, 1950 1 Hr. @ 1.75		1.75
Inspector Kirkup's expenses: Oct. 7 & 8, 4 Meals, 1 lodging	8.77	
Miscellaneous	.50	9.27
U. S. Bureau of Public Roads, GAM 299 lodgings: Total Wages	1407.10	
Board allowances: Foreman & Crew, 916 Hrs. @ .4775 (44 Hr. Wk. @ 21.00)	437.39	
Cooks 225 Hrs. @ .4375 (48 Hr. Wk. @ 21.00)	98.44	
	1942.93	

(continued)

Form 2810 A

Aug. 8 1950

BILL No. 11643

SHEET No. 2

Oregon State Highway Commission
c/o Mr. R. N. Baldock, Engineer
Salem, Oregon

TO **THE WESTERN UNION TELEGRAPH COMPANY,** DR.
(INCORPORATED)

PLEASE DRAW CHECK TO THE ORDER OF THE COMPANY AND MAIL IT TO
Cashier, San Francisco, Cal.
TO WHOM ANY CORRESPONDENCE WITH REFERENCE TO THIS BILL SHOULD BE ADDRESSED

Vacation pay and allowances and holiday excused time 6.39%		124.15 2067.08		124.15	
Pensions, death benefits, sickness benefits and group insurance	8.15%	168.47			
Workmen's Compensation Insurance	3.00%	62.01			
P.L.& P.D.	1.00%	20.67		251.15	
Social Security Taxes:					
Wages					
Foreman 3000/4728 of	163.70		103.87		
Crew 3000/3413 of	824.63		724.84		
Cooks 3000/3804 of	306.20		241.48		
Gen. Fmn. 3000/4725 of	7.57		4.81		
Insp. 3000/4368 of	105.00		72.11 1147.06		
Board Allowance (as shown on loadings)			535.83 1682.89		
Tax 4.3%				72.36	
Truck Rental 1256 miles @ .05				62.80	
Gasoline for outfit				42.01	
S. P. Freight bill No. 7 - Outfit move from Livermore, California to Modoc Point, Oregon				526.25	3246.68 ✓

I certify that the above bill is correct and just; that payment therefor has not been received; that all statutory requirements as to American production and labor standards, and all conditions of purchase applicable to the transactions have been complied with.

THE WESTERN UNION TELEGRAPH CO.

C P Norton
Area Superintendent

8-[illegible] 50
APPROVED
Division Engr.

18-1048	28	4

7-47-200M

COPY OF FREIGHT B

S-803

MODOC POINT, ORE. Station May 31, 1950 194

Consignee WESTERN UNION TELEG. CO. Freight Bill No. 7

Destination MODOC POINT Route SOU. PACIFIC (POINT OF ORIGIN TO DESTINATION)

To **Southern Pacific Company,** *Dr., for charges on articles transported:*

WAYBILLED FROM	WAYBILL DATE AND NO	FULL NAME OF SHIPPER	CAR INITIALS AND NO.
LIVERMORE CALIF.	MAY 10-50 50012	WESTERN UNION TEL. CO.	SEE BELOW
POINT AND DATE OF SHIPMENT	CONNECTING LINE REFERENCE	PREVIOUS WAYBILL REFERENCES	ORIGINAL CAR INITIALS AND NO.

NUMBER OF PACKAGES, ARTICLES AND MARKS	WEIGHT	RATE	FREIGHT	ADVANCES	TOTAL
WU 7064 BOX MTL 59900	421 MILES				
WU 1141 COACH SLEEPER 120500	DO	AT			
WU 2526 DO 121000	DO	25¢			
WU 3451 TOOL CAR 48200	DO	Per			
WU 4532 WATER CAR 6000	DO	Car			
OCCUPIED OUTFITS	2105	Mile			

COPY

W.U.T.Co. Frt. Trs. 526.25 E-606-50
Rec'd pymt. for Co.: May 31, 1950 (Sgd.) G.A.FRIED

Total......	526.25
Prepaid.....	
To Collect...	

Make Checks Payable to the Company

SUBJECT TO STORAGE OR DEMURRAGE CHARGES IN ACCORDANCE WITH PUBLISHED TARIFFS

The original paid freight bill must be surrendered for overcharges to be refunded and must accompany claims for overcharge, loss or damage.

This Company appreciates suggestions from the public which may be helpful in improving the service. The management welcomes, in particular, reports of unusually satisfactory and courteous treatment received at the hands of our employees so that by commending such acts the usefulness of the Company's organization to the public may be increased. General Manager, 65 Market Street, San Francisco 5, California

EXAMINED RECEIPT

161	Chevron	.255	41.06
5	Flight gas	.32	1.60
10	R.P.M. oil	.74	7.40
			50.06
		161 gal. @ 5¢	8.05
			42.01

CORRECTED FIGURES

Bill	$50.06
Less 166 gal. @ 6¢	9.96
	$40.10

Salem, Oregon
August 11, 1950

Mr. William E. Chandler
Division Engineer
Oregon State Highway Department
Bend, Oregon

Dear Sir:

Attached is Western Union Telegraph Company progressive bill No. 11643 in the amount of $3,246.68 covering work between Algoma and Ousy.

Will you kindly hand this to the proper engineer for checking and approval.

Very truly yours,

James P. Bartlett
Accounting Division

JPB:rs
att.

August 30, 1950

Western Union Telegraph Company

San Francisco, California

Attention: Cashier

Gentlemen:

We have received in our claims office, approved for payment, your bill No. 11643 dated 8-8-50 in the amount of $3,246.68. However on bills of this nature, we are required to show itemization of lump sum amounts.

Please advise in duplicate how the amount of $42.01 (sheet 2) was determined. Upon receipt of your advice, the bill will be vouchered for payment.

Very truly yours,

M. H. HAWKE
Auditor

By____________________
Carl F. Smith
Claims Supervisor

JFB:pf

Sd Carl F. Smith.

Mr. re 606-05 letter to Western Union

Gasoline for outfit

This gas used in power is exempt from State tax.

corrected figures

Bill = $50.06

Less 166 gals. 6¢ 9.96

$40.10

~~(Examined receipt)~~

Examined receipt

161	Chevron	.255	41.06
5	Flight gas	.32	1.60
10	RPM oil	.74	7.40
			50.06
	161 gal. @ 5¢		

50.06
8.05
42.01

Write ~~Mr. Eldridge re gas tax 6¢~~

RECEIVED
APR 1 1952
FOR FILING

[illegible]

[illegible]

March 31, 1952

Central Surety & Insurance Corp.
P. O. Box 207
Kansas City 10, Mo.

Gentlemen:

State highway contract No. 3289 for work performed on the Barkley Springs-Algoma Section of The Dalles-California Highway in Klamath County was completed by the contractor, Peter Kiewit Sons' Co., on August 11, 1951 and was formally accepted by the Highway Commission on September 12, 1951.

Final payment in the amount of $1,500.00 will be released to the contractor on or after April 10, 1952. The total contract amount is $880,185.51, of which amount $20,955.69 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Dawson & Feek, Inc.
409 Equitable Bldg.
Portland 4, Oregon

NOTED ON CARD
3-31-52, gf

RECEIVED
APR 1 1952
FOR FILING

7 26 (8)

3289

ASSIGNMENT

Date: March 27, 1952

No. 3271
By woa

Description: Bills from Western Union Telegraph Company (No. 20) in connection with construction of new highway along east side of the Southern Pacific RR between Algoma and Oucy

Acknowledged by _____ Referred to Gardner ✓

Investigate and report with recommendation
xxx Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ________________ signature

Assignment executed ______ Report received ________

Remarks: Bill being processed for payment CAG

RECEIVED
MAR 28 1952
FOR FILING

3233

March 20, 1952

Southern Pacific Company
65 Market Street
San Francisco 5, California

Gentlemen:

Barclay Springs -

Re: Algoma-Oux, Oregon, Highway Relocation

In answer to your inquiry of March 3, we wish to advise you that we have made further investigation into the item "(x) Repairs account of contractor's operations" on your Bill 424740. We find that the $718.86 amount is a just charge against the job, and are today forwarding an estimate to our auditor that will put this amount in line for payment.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

[illegible] C. Williams
Asst. State Highway Engineer

GAG/ds

cc G. S. Paxson

e: March 6, 1952 ASSIGNMENT

No. 32

By

Description: Letter of March 3 from Southern Pacific Company re Bill No. A24740, December 28, 1951, detailing total cost of $43,088.27 (Algoma-Ouxy); particularly asking why $718.86 has been excluded from final payment

Acknowledged by ----- Referred to Gardner ✓

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
xxxx Return with rough draft of reply
Please prepare for ------------- signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed 3-20-52 Report received --------

Remarks:

S-1766

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

IN REPLY PLEASE REFER TO

E. E. MAYO
CHIEF ENGINEER
C. J. ASTRUE
ASSISTANT CHIEF ENGINEER
R. W. PUTNAM
ENGINEER MAINTENANCE OF WAY AND STRUCTURES
W. M. JAEKLE
ASSISTANT ENGINEER MAINTENANCE OF WAY AND STRUCTURES

March 3, 1952

912/323

PLEASE RETURN TO
W. C. WILLIAMS

SUBJECT: Algoma-Ouxy, Oregon, Highway Relocation

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Please refer to our bill No. 424740, December 28, 1951, detailing total cost of $43,088.27 incurred under authority of contract dated March 13, 1950.

The amount of $718.86 has been excluded from your final payment, which amount corresponds to the items listed in our bill under the heading "(r) Repairs account of contractor's operations." All charges billed are supported by field reports signed by State and Company representatives and it is evident from the various cancellations and adjustments made that considerable care was taken to cover only costs properly reimbursable.

An explanation of this reduction to our billing is respectfully requested.

Very truly yours,

E E Mayo

NOTED
W. C. WILLIAMS

RECEIVED
[illegible] COMMISSION

RECEIVED
JAN 31 1952
FOR FILING

7-26(8)

3289

January 30, 1952

Central Surety & Insurance Corp.
P. O. Box 207
Kansas City 10, Mo.

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Peter Kiewit Sons' Co. on contract No. 3289, covering the Barkley Springs-Algoma Section of the The Dalles-California Highway in Klamath County.

This payment, in the amount of $23,740.61, will be released to the contractor on or after February 9, 1952. The retained percentage is $1,500.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Dawson & Peek, Inc.
409 Equitable Bldg.
Portland 4, Oregon

Recorded 1/30 gl

RECEIVED
FEB 1 1952
FOR FILING

4-[illegible]

3287

January 28, 1952

Peter Kiewit Sons' Co.
8th & Douglas Sts.
Longview, Washington

Gentlemen:

We are enclosing your copies of Estimate No. 19, and voucher for this estimate, on the Barclay Springs-Algoma Section of the The Dalles-California Highway in Klamath County, Contract No. 3287.

You will note that $1,500.00 is still being retained by the Highway Commission. This amount is being retained pending settlement of claims expected to be made by the Southern Pacific Co. for repair of damage resulting from contractors operations.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:cw

RECEIVED
JAN 14 1952
FOR FILING

[illegible]

[illegible]

ASSIGNMENT

Date: January 9, 1952

No. 3123
By wcw

Description: 5 copies of Southern Pacific Company Bill 424740
(Barclay Springs-Algoma)

Acknowledged by _____ Referred to __ Gardner ✓ _______

Investigate and report with recommendation
xx ~~Investigation~~, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ____________________ signature

Assignment executed 1-11-52 Report received ________

Remarks: Bill being processed for payment
cag

PLEASE RETURN TO
W. C. WILLIAMS

RECEIVED
FOR FILING

7- 5(8)
3289

R H BALDOCK

January 4, 1952

~~Semi-Final~~ Cost Analysis
Grade, Surface, Oil

Contract #3289
The Dalles-California Highway

Prefix F-26 (8)
Barkley Springs-Algoma Section

Peter Kiewit Sons' Company, Contractors
J. N. Toole, Resident Engineer

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Clearing & Grubbing	All				$ 1,676.36	$ 2,000.00
Str. Excavation	318.3	Cu. Yd.	$ 3.81	$ 4.00	1,212.25	1,273.20
Canal Exc.	30043	" "	0.17	.25	5,118.39	7,510.75
General Exc.	906,420.9	" "	0.43	.41	387,838.46	371,632.57
S. O. H.	4,736,893	Yd. Sta.	0.011	.01	51,959.21	47,368.93
L. O. H.	532,738.3	C-Yd. Sta.	0.56	.51	300,700.11	271,696.53
Fin. R/B & Slopes	6.74	Mile	1,850.95	750.00	12,475.37	5,055.00
18" C.I.P.	1090	L. F.	3.55	3.65	3,866.83	3,978.50
24" "	250	" "	4.96	5.30	1,240.44	1,325.00
36" "	256	" "	10.09	10.60	2,582.16	2,713.60
48" "	68	" "	15.38	14.60	1,045.72	992.80
Concrete Sight Posts	130	Each	16.77	11.00	2,180.70	1,430.00
Dry Rubble Masonry	2218.8	Cu. Yd.	19.54	12.00	43,365.41	26,625.60
1¼"-0" Cr. Rock in Levl. Crs.	14771	" "	2.23	1.50	32,966.78	22,156.50
3/4"-0" Screen Rejects in Shoulders	1968	" "	1.39	1.40	2,736.91	2,755.20
Sprinkling	5756.85	M/Gal.	0.81	1.50	4,650.34	8,635.28
Prep. of Base	6.24	Mile	316.75	200.00	1,976.58	1,348.00
F & P Aggregates	8244	Cu. Yd.	3.47	2.75	27,427.07	22,671.00
F & P 151-200 Asph.	629.9	Ton	32.75	35.00	20,630.96	22,046.50
F. Treated Timber Piling	1280	L. F.	1.11	1.35	1,422.59	1,728.00
F. 10"x10"x42' Steel Piling	300	" "	2.96	2.60	887.30	780.00
F. 12"x12"x58' " "	300	" "	3.33	3.25	997.54	975.00

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Drive Treated Timber Piling	32	Each	$95.00	$95.00	$ 3,024.00	$ 3,040.00
Drive Steel Piling	20	"	94.50	95.00	1,890.00	1,900.00
Class "A" Concrete	346.1	Cu. Yd.	54.58	54.00	18,891.13	18,689.40
Metal Reinforcement	69,002	Lb.	0.105	0.10	7,245.00	6,900.20
P.A. #1, Cement Adj; Favor of State	1.25	Bbl.		4.52		- 5.65
P.A. #2, Pur. 1½"-3/4" Cr. Rk. In S. P.	774.8	Cu. Yd.	2.19	1.75	1,177.70	1,355.90
P.A. # , Pur. 3/4"-0" Cr. Rk. In S. P.	675.1	" "	0.88	1.40	594.09	945.41
S.P. Screen Rejects on Rd.	2346	" "	0.49	0.25	1,149.54	586.50
S.P. Haul " " "	2678	Yd. Mi.	0.24	0.12	648.08	321.36
			Force Account		16,248.81	20,955.69
					$959,825.83	$881,386.77
			Outside Work		17,114.15	15,865.23
					$976,939.98	$897,252.00

Total Cost	$976,939.98
Gross Revenue	897,252.00
Net Loss	79,687.98

Net Loss Equal 8.9% of Gross Revenue

Barkley Springs - Algoma
Contract #3289

Detail of Cost

Labor:

Supervision	$ 44,611.84	
Labor	335,491.33	
Labor Insurance	28,584.94	$408,688.11

Materials:

18" Corr. Metal Pipe With Bands	1090	L.F.	at	$ 2.52	$ 2,743.37	
24" " " " " "	250	" "	"	3.95	986.90	
36" " " " " "	256	" "	"	8.84	2,262.89	
48" " " " " "	68	" "	"	10.43	709.34	
Concrete Sight Posts	130	ea.	"	6.00	780.00	
151-200 Asphalt	629.9	Ton	"	15.00	9,448.50	
Freight on Asphalt	629.9	"	"	9.40	5,921.06	
Treated Timber Piling	1280	L.F.	"	0.88	1,126.40	
Furn. 10"x10"x42' Steel Piling	300	" "	"	2.54	760.87	
" 12"x12"x58' " "	300	" "	"	2.84	851.53	$ 25,590.86

Equipment Rental & Miscellaneous:

Equipment Rental			$391,986.00	
Rented Equipment			6,238.42	
Gas, Oil, & Grease			47,756.11	
Explosives	62550#	at $ 0.165	10,271.25	
Exploders & Wire			2,193.65	
Freight & Cartage			16,357.15	
Misc. on Force Account			1,550.91	
Misc. on Outside Work			688.50	
P.L. & P.D. Insurance			2,422.20	
Small Tools & Misc.			13,198.47	
Bond			5,288.32	
Home Office & General Overhead			17,850.00	$515,800.98
Subcontract on Bridges(Lockyear & White)				29,571.55
		Total		$979,651.50

BREAKDOWN OF CRUSHED ROCK

1½ - 0 Crushed Rock	14,771	Cu. Yds.
3/4"-0 Screen Rejects	1,968	" "
Aggregates	8,244	" "
1½ - 3/4 in S. P.	775	" "
3/4" - 0 " "	675	" "
Screen Rejects on Road	2,346	" "

1½" - 3/4" In Leveling Course

ITEM	AMOUNT	COST	UNIT COST
Haul to Crusher	15,546 Cu. Yd.	$ 5,860.30	$0.38
Feed	15,546 " "	277.37	0.02
Crush	15,546 " "	14,656.12	0.94
Stockpile at Plant	15,546 " "	2,801.44	0.18
Load from Stockpile	14,471 " "	3,293.07	0.23
Haul to Road	14,471 " "	4,391.02	0.30
Street Work	14,471 " "	2,575.18	0.18
		Total Cost	$2.23

3/4" - 0 Screen Rejects

Haul to Crusher	4,989 Cu. Yd.	$ 1,933.05	$0.38
Feed	4,989 " "	60.28	0.01
Crush	4,989 " "	2,437.79	0.49
Load from Stockpile	4,314 " "	390.80	0.09
Haul to Road	4,314 " "	1,171.69	0.27
Street	4,314 " "	634.26	0.15
			$1.39

Breakdown of Crushed Rock

Aggregates

	AMOUNT	COST	UNIT COST
Haul to Crusher	9,019 Cu. Yd.	$ 5,776.99	$0.64
Feed	9,019 " "	275.61	0.03
Crush	9,019 " "	10,510.04	1.16
Haul to Stockpile	9,019 " "	3,396.67	0.38
Load, Haul & Place	8,244 " "	8,645.46	1.05
		Total Cost	$3.26

BREAKDOWN OF GENERAL EXCAVATION

Solid Rock Requiring Shooting	128,800	Cu. Yds.
Solid Rock Dug With Shovel	243,021	" "
Talus and Dirt	534,600	" "

Solid Rock Requiring Shooting

	COST	AMOUNT	UNIT COST
Drill & Shoot	$ 55,937.97	128,800 Cu. Yd.	$0.43
Load	31,167.84	128,800 " "	0.24
Dump	15,689.99	128,800 " "	0.12
		Cost per Cu. Yd.	$0.79

Solid Rock Dug With Shovel

	COST	AMOUNT	UNIT COST
Load	$ 59,249.49	243,021 Cu. Yd.	$0.24
Dump	29,162.52	243,021 " "	0.12
		Cost per Cu. Yd.	$0.36

Talus and Dirt

	COST	AMOUNT	UNIT COST
Load	$110,340.16	534,600 Cu. Yd.	$0.21
Dump	66,290.40	534,600 " "	0.12
		Cost per Cu. Yd.	$0.33

Haul Rock

	COST	AMOUNT	UNIT COST
Haul	$150,371.93	459,807 Yd. Mi.	$0.33

Haul Talus and Dirt

	COST	AMOUNT	UNIT COST
Haul	$202,287.39	661,106 Yd. Mi.	$0.31

Barkley Springs - Algoma Section
Contract #3289

Remarks:

This was a "Regular Federal Aid Project," calling for the construction of 6.74 miles of highway roadbed, the construction of two highway bridges, the construction of 7.52 miles of rock leveling course and shoulders, and the construction of 6.74 miles of B-2 and 0.78 miles of 0-9 oiled surface. The project was bid February 7, 1950, and awarded March 7, 1950. Work started on the channel change and bridges April 19, 1950, on the excavation June 24, 1950, and the project was completed August 11, 1951.

The excavation of the materials and the hauling were the two major items of construction. Two 2½ cubic yard shovels and five D-8 tractors and dozers were used on excavation with two D-8 tractors and dozers being used on the fills. Eight 15 cubic yard Euclid trucks were used for hauling with two 8 cubic yard Mack trucks and three 6 cubic yard Koring dumptors being used for short intervals to supplement the Euclids.

Excavation at the Algoma end of the project consisted of considerable more solid than anticipated by the contractor and a large portion of this solid was of a nature which precluded the possibility of drilling and shooting. This portion of the solid amounting to approximately 243,000 cubic yards could not be drilled and shot as the rock was seamed, and broken and contained pockets of soft material and lava sand. Progress was slowed about 40% below normal while excavating this material and resulted in higher costs than anticipated and more down time for the shovel as the tough digging resulted in more breakdown time.

Excavation at the Barkley Springs end was much easier and progress by the shovel was much faster. However, due to the fact that the excavation consisted of moving the slope line back only a short distance from the existing slope line the shovel was unable to bench in the upper levels of the excavation and considerable tractor and dozer time was required to move the material to the shovel. Average production for the two shovels was 124 cubic yards, elapsed working time and 137 cubic yards actual working time per shovel hour.

Two blades with the assistance of two tractors and dozers used part time were used for roadbed finishing. Slope scaling and finishing was handled by hand labor with a traxcavator, and trucks being used to load and haul the loose material brought down from the slopes. Due to the high slopes and the large amount of loose material requiring scaling the cost for this work was extremely high.

The dry rubble rock wall was another item costing considerably more than anticipated. A crew of masons who were particularily adept at this type of work were brought in from Portland and supplemented by local labor. Wage rates were very high for this type of labor, averaging $250 per hour. The wall as built was of a very high class construction and was built to a higher standard than anticipated by the engineer.

Crushing was handled by a small portable crushing plant supplemented by a 24" x 36" primary jaw. Material was obtained from the highway cut at Stations 569 to 591. As this material was excess excavation a double payment of excavation yardage and crushed rock yardage was paid for all material crushed but low bid prices and poor production resulted in a large loss.

Oiling was handled by the contractor with an oiling outfit consisting of retort, distributor, two blades, two rollers, eight 6 cubic yard trucks and power loader. Good time was made on the oiling but low bid prices on oiling aggregate made it impossible to show a profit for this item.

This project was very well handled, had the best possible supervisior, the best of equipment of the kind most particularily adapted to the job and good labor but low bid prices and considerably more solid rock than anticipated made it impossible for the contractor to show a profit.

E. H. Clymer
Cost Analyst

By . . . C. E. Paulsen

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DEC 4 1951
FOR FILING

4-26(8)

3289

December 3, 1951

Central Surety and Insurance Corporation
P. O. Box 207
Kansas City 10, Missouri

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Peter Kiewit Sons' Company on contract No. 3289 covering grading and surfacing on the Barkley Springs-Algoma Section of the Dalles-California Highway in Klamath County. This payment, in the amount of $943.64, will be made on or after December 13, 1951. The retained percentage is $26,441.60.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - Dawson and Fee, Inc.
409 Equitable Building
Portland 4, Oregon

NOTED ON CARD

12-3-51

R.D.

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NOV 20 1951
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MISC. CONTRACTS and
AGREEMENTS No. 6204

7-26(8)
3289

Salem, Oregon
November 20, 1951

Supplement Agreement

Mr. H. G. Smith
Mr. C. H. Maison

Attached hereto is one executed copy of a supplement agreement with the California Oregon Power Company covering the movement of power poles along the Barkley Springs-Algoma Section of The Dalles-California Highway in Klamath County, Oregon.

The original of this agreement has been retained for the Commission's files and one executed copy has been sent to the California Oregon Power Company.

L. H. Warfield
Staff Engineer

kp
Encl.

FORM B-90 25M 6-51 40718

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 6, 1951

SUBJECT:

To: Mr. R. H. Baldock
State Highway Engineer

Attached hereto, for further handling, are three executed copies of a supplement agreement with the California Oregon Power Company covering the movement of power poles along the Barkley Springs-Algoma Section of The Dalles-California Highway in Klamath County, Oregon.

The original of the above agreement has been retained in this office for the Commission's files and one executed copy has been sent to the California Oregon Power Company.

Secretary

rn
attach: 3

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KP

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FOR FILING

F-26(8)
3249

Salem, Oregon
November 6, 1951

Mr. R. H. Baldock
State Highway Engineer

Attached hereto, for further handling, are three executed copies of a supplement agreement with the California Oregon Power Company covering the movement of power poles along the Barkley Springs-Algoma Section of The Dalles-California Highway in Klamath County, Oregon.

The original of the above agreement has been retained in this office for the Commission's files and one executed copy has been sent to the California Oregon Power Company.

Secretary

rn
attach: 3

Form E-1—10M—4-51

F-26 (8)

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 3, 1951

Section Barkly Springs-Algoma

Kind of work Grading and Bit. Mac. Surfacing

Highway The Dalles-California

Section prefix 18-1048 F-26 (8)

Contractor Peter Kiewit Sons' Company

Contract number 3289

Date of contract March 7, 1950

Date of completion July 31, 1951

Date work started April 19, 1950

Estimated date of completion Completed, 19

Amount of contract $853,882.00

Per cent of time elapsed 102.1 %

Estimated cost of completed project, exclusive of engineering $937,500.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $57,500.00, 6.73 %

Date project was completed August 11, 1951

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work on project is now complete except for placing of right of way posts and permanent bench marks. It is planned to attend to this work during the next 2 or 3 weeks, or during periods while not required on more pressing work.

Accompanied Mr. Chandler over The Lake of The Woods Junction-Wocus Marsh Survey on Wednesday, October 31.

NOTED
H. G. SMITH

RECEIVED
NOV 5 1951
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
B. A. MARTIN

Signed

Address P. O. Box 1090, Klamath Falls, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	6.77	6.74		6.77	
Miles partially completed					
Miles completed	6.77	6.74		6.77	
Total estimated quantities	906,420 30,043	26,739		629.9 tons oil 8244 cy. rock	
Estimated quantities moved or placed to date	"	"		"	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair & Mild		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	Partly Cloudy		
Saturday			

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1952
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9-26 (8)
3289

5-C
11/11/51

October 16, 1951

The California Oregon Power Company
Klamath Falls,
Oregon

Attention: Mr. S. I. Ritchey,
District Manager

Gentlemen:

We are enclosing herewith five copies of an agreement between the State Highway Commission and The California Oregon Power Company covering movement of power poles along the Barkley Springs-Algoma Section of The Dalles-Calfironia Highway in Klamath County, Oregon. These copies have been executed by the State Highway Commission and are now ready for the signatures of the officials of The California Oregon Power Company.

When fully executed please return four copies of the above agreement to this office. The other copy is for your records and files.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 5

[illegible] / Were these returned?

Filed 11-6-51
rn

FORM E-123X 35M 6-51

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

AGENDA
OCT 11 1951

5.C

September 19, 1951

Oregon State Highway Commission

Gentlemen:

On May 22, 1950 the State Highway Commission entered into an agreement with The California Oregon Power Company covering the movement of certain power poles to permit reconstruction of the Barkley Springs-Algoma Section of The Dalles-California Highway in Klamath County. Subsequent to the date of this agreement it was found necessary to move one additional power pole at an estimated cost of $503.12. Inasmuch as this is an obligation of the State by reason of the Power Company's having owned its own right of way, which the State acquired for highway reconstruction, I recommend your approval of the additional pole movement, and the Secretary will have a supplemental agreement covering this additional item for your signature at the next meeting.

Very truly yours,

R. H. Baldock
State Highway Engineer

"A"

5 [illegible] to 0 [illegible]

M

THE CALIFORNIA OREGON POWER COMPANY

IN REPLY PLEASE REFER
TO OUR FILE NUMBER

KLAMATH FALLS, OREGON

RECEIVED
SEP 10 1951
OFFICE OF
DIVISION ENGINEER
[illegible]

August 22, 1951

J. G. Toole, Resident Engineer
Oregon State Highway Commission
Klamath Falls, Oregon

Dear Mr. Toole:

Some time ago, I discussed with you by phone the need to replace one additional transmission line pole in connection with your highway reconstruction North from Barclay Springs. This pole is identified as No. 8/15 of transmission Line #11. The slope from the cut has extended up the hill leaving the anchor of the guy exposed and creating a future hazard to the pole by further sloughing of the bank.

You asked that our estimate of additional cost to the State be computed so that authorization could be granted to add this to the initial project under which we billed the State the expense of relocating a number of additional poles North from Barclay Springs.

Our estimate of payment by the State for this pole relocation is $503.12 after taking into account accrued depreciation and undepreciated salvage and the betterment to the line by setting a taller pole.

A Supplemental Agreement has been prepared to cover this additional expense. The original and three copies of the Agreement are enclosed and if the form is satisfactory to the State, the original and the duplicate should be executed and returned for signature on behalf of the Power Company. Upon receipt of the Agreement executed by the State, we will proceed with the construction work.

Yours very truly,

S. I. RITCHEY
District Manager

NOTED
W. C. WILLIAMS

SIR:ltm

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E-26 (1)

3289

September 19, 1951

Central Surety & Insurance Corp.
P. O. Box 207
Kansas City 10
Missouri

Gentlemen:

It is the intention of the State Highway Commission to release to Peter Kiewit Sons' Co. a portion of the funds heretofore retained by the Commission in connection with contract No. 3289, for grading and surfacing on the Barkley Springs-Algoma Section of The Dalles-California Highway in Klamath County.

This payment, which is in the amount of $47,010.49, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $26,412.41. The present payment will be released on or after September 29, 1951.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Dawson & Peek, Inc.
409 Equitable Bldg.
Portland 4, Oregon

NOTED ON CARD

9-19-51, gl

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F-26(8)

3289

September 4, 1951

Peter Kiewit Sons' Co.
8th and Douglas Sts.
Longview, Wash.

Gentlemen:

The State Highway Commission, at its meeting held on August 20, 1951, had under discussion your request for an extension of time of 30 days, from July 31 to August 31, 1951, within which to complete your contract No. 3289 for grading and surfacing on the Barkley Springs-Algoma Section of the The Dalles-California Highway in Klamath County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: Wm. E. Chandler,
Division Engineer

J. G. Toole,
Resident Engineer

H. G. Smith,
Construction Engineer

NOTED ON CARD
9-4-51, gl

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1951
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E-26(8)

3289

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 30, 1951

SUBJECT:

To: MEMO FOR MR. BALDOCK ✓

L

Information re Barclay Springs-Algoma Project:

Length	7.5 miles (inclusive of 0.8 mile connection to old highway at Algoma
Kind of Work	Grading and paving
Contractor	Peter Kiewit Sons' Co.
Contract awarded	March 7, 1950
Work commenced	April 19, 1950
Work completed	August 11, 1951
Cost of project	$1,000,000
Saving in distance	0.9 mile

NOTED
State Highway Engineer

S. H. Probert
Office Engineer

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AUG 2 3 1951
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F-26 (5)

3289

August 16, 1951

Request for Extension of Time
No. 13
Oregon State Highway Commission August 20 and 21 Meeting

Gentlemen:

Herewith a request from Peter Kiewit Sons' Company for an extension of time on Contract No. 3289, Barkley Springs-Algoma Section of The Dalles-California Highway, from July 31, 1951 to August 31, 1951.

The contractor has done exceptionally good work on this project, and his overrun on time was caused primarily by encountering more solid rock than original investigations indicated. He also had difficulty in securing skilled labor which was necessary to construct a dry rubble masonry wall which was part of this contract.

There has been no inconvenience to the travelling public, nor additional expense to the State Highway Commission, and I would recommend that the extension be granted without penalty. This recommendation is concurred in by Mr. C. G. Polk of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. H. G. Smith

EAP:sh bl

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AUG 22 1951
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F-26 (8)

3289

August 14, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 11, 1951 on Contract No. 3289, Barkley Springs-Algoma Section, in connection with Federal Aid Project No. F-26 (8).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:gs

cc: John Cattrall

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AUG 15 1951
FOR FILING

F-26(8)

3289

August 13, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on Contract No. 3289, Barkley Springs - Algoma Section of The Dalles-California Highway, Ore. F-26 (8), from July 31st, 1951, to August 31st, 1951, to Peter Kiewit Sons' Co., Contractors.

The contractor has done exceptionally good work on this project, and his overrun of time was caused primarily by more solid rock excavation than had been originally anticipated. He also had difficulty in securing skilled help to construct the dry rubble masonry wall required of the contract.

There has been no inconvenience to the traveling public, and I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:RAP:sh

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JUL 1 6 1951
FOR FILING

F 2 a (2)
2221

Salem, Oregon
July 11, 1951

Mr. John W. Cattrall

We entered into an agreement with Klamath County wherein, upon the completion of the Barclay Springs-Algoma Section (new route) of The Dalles-California Highway, the County would take over the old highway and, in lieu thereof, we would take over about two miles of county road between Crescent Lake and the Willamette Highway, and adopt the same as a secondary highway.

Please follow up to determine the official date of completion and acceptance of the above project for the report to the Highway Commission. Since I have not taken time to review our agreement with the County Court, it may be necessary for the Legal Department to prepare a resolution based on the above agreement covering the adoption of the new secondary highway.

W. W. Stiffler

WWS:er

cc Mr. E. A. Collier

RECEIVED
MAY 16 1951
FOR FILING

F-26(S)

3289

May 16, 1951

Oregon State Highway Commission

Gentlemen:

In setting up project authorization for the Barclay Springs-Algoma Section of The Dalles-California Highway in Klamath County, Contract No. 3289, there was an item in the amount of $33,920 to cover changes in the Southern Pacific railroad tracks, the cost of engineer-inspectors for the railroad, watchmen, flagmen, and signal revisions. We are advised by the Southern Pacific Company that the total cost of this work, upon completion of the project, is now estimated to be $40,070. The Railroad Company is requesting authority to bill the State for actual cost of the additional work.

The work performed by the Railroad Company has been necessary and is in conformance with the agreement executed by the State and the Southern Pacific Company, and I recommend that you authorize the Railroad Company to bill for the additional expense.

Additional project authorization will not be required, as there are sufficient funds in the contingency allotment for this project to cover.

This matter will be on the next agenda.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me
cc Mr. W. C. Williams
Mr. S. H. Probert
Mr. M. H. Hawke

S-2706

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

IN REPLY PLEASE REFER TO

E. E. MAYO
CHIEF ENGINEER
C. J. ASTRUE
ASSISTANT CHIEF ENGINEER
R. W. PUTNAM
ENGINEER MAINTENANCE OF WAY AND STRUCTURES
G. L. MORRISON
ASSISTANT ENGINEER MAINTENANCE OF WAY AND STRUCTURES

May 7, 1951

912/323

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
W. C. WILLIAMS

Attention: Mr. W. C. Williams

Dear Sir:

While in your office on April 25 conferring with Mr. Williams on a number of mutual problems, Mr. Paul advised the net amount of $33,920 covering work to be performed by the railroad, and reimbursible by the State, on the Algoma-Ouxy project was likely to be exceeded, the amount, of course, depending upon the additional period of time the contractor will be conducting his work. Mr. Williams estimated an additional 40 days before the grading would be completed. We have reviewed the matter on this basis and it appears the additional costs for engineer-inspector, watchman-flagman, signal labor, track repairs and the usual additives for this additional period will likely aggregate $12,150, bringing the estimated total cost of work to be performed by the railroad and reimbursible by the State to $46,070.

Assume you will desire to secure authorization for this additional amount from the Highway Commission. Also assume that this additional amount should be covered by a supplemental agreement. Please advise concerning your wishes in this matter.

Yours very truly,

E E Mayo

RECEIVED
MAY 16 1951
FOR FILING

F-26([illegible])

3289

2670

May 14, 1951

Mr. C. P. Norton, Area Superintendent
Plant and Engineering
The Western Union Telegraph Company
125 - 12th Street
Oakland 7, California

Dear Sir:

We do not think you should attempt to replace your line in the vicinity of Algoma Station before June 1. The contractor is still doing considerable shooting north of Algoma and making occasional shots in the ditch line south of Algoma.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. H. G. Smith

ASSIGNMENT

May 10, 1951

No. 26[illegible]
By Jn

Description: G. P. Burton's letter of May 7 asking if highway work has progressed to extent that further blasting will be unnecessary and if Western Union line can now be placed. Line is from north of Algoma Station to south of Algoma Station (Kl. Co.)

Acknowledged by ----- Referred to -- Smith ← --------

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
xxx Return with rough draft of reply
Please prepare for -------------------- signature

Assignment executed 5-11-51 Report received --------
me

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

THE WESTERN UNION TELEGRAPH COMPANY
125-12TH STREET
OAKLAND 12, CALIF.

C. P. NORTON
AREA SUPERINTENDENT
PLANT AND ENGINEERING DEPT.

May 7, 1951

ESTIMATES - PD - 606-50

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Highway Commission
State of Oregon
Salem, Oregon

Attention: R.H. Baldock, State Highway Engineer

Gentlemen:

Our line along the Southern Pacific, extending from a point approximately 5.34 miles north of Algoma Station in Klamath County, Ore., to a point approximately 1.4 miles south of Algoma Station was temporarily relocated under an agreement between the State and the Telegraph Company, due to blasting operations by the State Highway contractor. This temporary work was completed approximately one year ago.

Can you advise at your earliest convenience if the highway work has progressed to the extent that further blasting will be unnecessary and if our line can now be placed in its permanent location and temporary plant removed.

Yours truly,

C P Norton
Area Superintendent
Plant & Engineering

NOTED
W. C. WILLIAMS

MBC:SG
GWS

RECEIVED
MAR [illegible] 1951
FOR FILING

F-26 (8)

3289

March 13, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 10 covering the removal of loose rocks from the tops of cut slopes on the Barkley Springs-Algoma Section of the The Dalles-California Highway in Klamath County, Contract No. 3289, in connection with Federal Aid Project No. F-26 (8).

This work is necessary to remove dangerous rocks above steep and high cut slopes.

Very truly yours,

R. H. Baldock
State Highway Engineer

by

W. C. Williams
Assistant Highway Engineer

DBP:PLC

encl.

RECEIVED
MAR 1 - 1951
FOR FILING

F-26(8)

3289

February 27, 1951

Mr. T. M. Davis, District Engineer
Bureau of Public Roads
Department of Commerce
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 9 covering the seeding of cut slopes on the Barkley Springs-Algoma Section of the The Dalles-California Highway in Klamath County, Contract No. 3289, in connection with Federal Aid Project No. F-26 (8).

This work is necessary to protect cut slopes from erosion and sloughing.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assitant State Highway Engineer

DEP:cw

Encl.

RECEIVED
OCT 26 1950
FOR FILING

7-26(8)

3289

October 25, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are resubmitting herewith copies of Order for Extra Work No. 7 on the Barclay Springs-Algoma Section of the The Dalles-California Highway in Klamath County, Contract No. 3289, Project No. F-26 (8), with correction and explanation requested in your letter dated October 23, 1950.

1 - Estimate of Cost has been added to all copies of the order.

2 - The weight of embankment materials is forcing mud into drainage ditches and above the normal ground surface on areas to be occupied by the roadbed. It is necessary to remove the mud from the ditches and also from the ground surface ahead of the embankment.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

Encl.
[illegible]:md

OREGON DISTRICT
MONTANA
OREGON
IDAHO
WASHINGTON

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX [illegible]
PORTLAND 8, OREGON

October 23, 1950

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

All copies of "Order for Extra Work No. 7," on Project F-26(8) Barclay Springs-Algoma Section of The Dalles-California Highway submitted with your letter of October 16, 1950 are being returned for insertion thereon of the following information.

1. Estimate of Cost.
2. A clearer statement of the nature of the proposed work. We are unable to determine whether the mud and debris are to be removed from the roadbed surface or from paralleling watercourses.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

Encls.

RECEIVED
OCT 24 1950
[illegible]
STATE HIGHWAY COMMISSION

RECEIVED
OCT 19 1950
FOR FILING

F-26 (8)

3289

October 16, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 7, covering the removal of mud and debris which is being forced to the surface by embankment material on the Barclay Springs-Algoma Section of The Dalles-California Highway in Klamath County, Contract No. 3289, in connection with Federal Aid Project No. F-26 (8).

This work is necessary to stabilize the subbase by removing mud pockets being forced to the surface and into water channels by the embankment materials.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:gs

Encl.

ED
950
LING
OK 15M 5-49 31006

26(8)

3289

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 12, 1950

2229

SUBJECT:

To: Mr. Carl F. Smith
Accounting Division
Office

NOTED
W. C. WILLIAMS

Dear Sir:

Herewith are three copies of Bill No. 419787 from the Southern Pacific Company for work done on the Barkley Springs-Algoma Section (Algoma-Ouxy). You will note that I have made a correction on the statement. The third item for "flagging" does not reconcile with the weekly report summary. I believe this difference is accounted for by duplication of a charge of $4.50 for red lanterns on Report No. 17 for the week ending July 8th.

Very truly yours,

W. A. Reeves
Bridge Office Engineer

WARgn
cc W. C. Williams ✓
~~W. A. Reeves~~

OREGON STATE HIGHWAY CO
INTER-DEPARTMENT CORRESPONDE
SUBJECT:
TO:

FOR FILING

RECEIVED

No. 2229
By

ASSIGNMENT

tober 12, 1950

escription: Monthly estimate of force account work from S. P. Company (highway relocation Algoma to Ouxy, Oregon)

Acknowledged by _____ Referred to Reeves ✓

Investigate and report with recommendation
xx Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ____________________ signature
____

Assignment executed 10-13-50 Report received ________

Remarks: xx Process promptly please. WCW

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

This bill is checked and passed to Accounting Dept. for Payment this date 10-12-50

RECEIVED
JUL [illegible]1 1950
FOR FILING

FORM E-30X 15M 6-48 32808

F-2(4)

3289

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Started July 21,1950 July 24, 1950 - Completed

SUBJECT:

Files 8643A
14413
14413 A

NOTED
W. C. WILLIAMS

To:

~~MEMORANDUM:~~

Mr. Dean Swift called from Bend this afternoon and stated that the contractor on the Barkley Springs-Algoma Project was contemplating the construction of a temporary fill across the inlet between the old Algoma millpond and Klamath Lake which would completely block the channel.

Mr. A. C. Yeadan, Attorney at Law, 409 Main Street, Klamath Falls, and his client Mr. Johnson advised the contractor that he would be held responsible for damages if the channel were blocked.

Upon receipt of the information from Mr. Swift I checked the files on the acquisition from Hans Uhrmann and Southern Pacific Company and could find no restrictions or conditions therein with reference to keeping the channel open. Mr. Rohde checked on an agreement between the Algoma Lumber Company and the California-Oregon Power Company and found that this related only to the elevation of waters in the lake and made no reference to the channel between the lake and the millpond.

Following this I called Mr. A. C. Yeadan at Klamath Falls to find the basis of Mr. Johnson's complaint. At that time Mr. North, representing the contractor, and Mr. J. G. Toole, Resident Engineer, were in Mr. Yeadan's office.

Mr. Yeadan advised me that Mr. Johnson had a permit to cross the Uhrmann property and to dump logs in the pond. He advised that the claim was predicated upon the millpond being a part of the navigable waters of the lake and that access thereto could not be lawfully restricted or prevented. His information to me was to the effect that the millpond was a part of the navigable waters of the lake prior to the construction of the railroad and also prior to the construction of the Copco

Dam artificially raising the elevation of the lake waters, in other words, it was at all times a part of the navigable waters of the lake. This is a factual statement which I am in no position to dispute.

I then talked to Mr. Toole and he advised me that Mr. North was discussing a settlement of $1,200 for blocking the channel. I told him that I could not advise that either the contractor or the State Highway Commission had a clear legal right to block the channel and that the matter might require a year's litigation to get a court order settling the controversy. My recommendation was that the contractor, if he desired to proceed, make the best settlement possible.

Mr. Toole mentioned that the contractor had some idea of holding the Highway Commission responsible for the amount of the claim. My advice to Mr. Toole was that in making rights of way available to contractors the Highway Commission does not guarantee any rights to block the waters of any stream or to interfere with navigation or any navigable waters.

This being a fact, the contractor would have to proceed on his own responsibility.

Mr. Toole was advised that in my opinion the State Highway Commission would not be very much inclined to allow such a claim. It appears that the whole matter is one for the convenience of the contractor in transporting his roadbuilding equipment longitudinally along the new highway and the fill proposed to be constructed is not an essential item in the construction, either of the bridge or of the highway roadbed.

J. W. DeSOUZA
Assistant Counsel

JWD:ma

cc - W. C. Williams ✓
H. G. Smith
W. B. Chandler
Att: Dean Swift

RECEIVED
AUG 17 1950
FOR FILING

F 26(2)

3289

Salem, Oregon
July 18, 1950

Agenda Item 7-a

Mr. J. M. Devers
Chief Counsel
Office

Attention: Mr. J. W. DeSouza

Attached hereto, for further handling by you, are three copies of form of easement granted to Southern Pacific Co. et al, covering various parcels of the Barclay Springs-Algoma project in Klamath County. These copies have been executed by the State Highway Commission.

Will you please return one fully executed copy of this easement to this office for the Commission's files.

Secretary

This agreement is in R/W Dept as of 2-3-53
RR#356

rm
attach: 3

FORM E-30 25M 1-50 27835

AGENDA
JUL 10 1950

7-m

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 5, 1950

SUBJECT: File 8643-A

To: Mr. H. B. Glaisyer
Secretary

OFFICE

Dear Mr. Glaisyer:

Herewith I hand you for execution by the State Highway Commission three copies of form of easement being granted by Southern Pacific Company, et al, covering various parcels on the Barclay Springs-Algoma project in Klamath County.

This transaction is a part of the settlement which was approved by the Highway Commission on February 28th.

After execution by the Commission, please return all three copies direct to me for further handling.

Very truly yours,

J. M. DEVERS

By J.W. De Souza
J. W. DeSOUZA
Assistant Counsel

JWD:ms
Enc. 3

REFERRED TO Mr Baldock
BY SECRETARY

To approve, if OK

APPROVED BY HIGHWAY COMMISSION
DATE July 11, 1950

A

RECEIVED
1950
FOR FILING

Department of Commerce
BUREAU OF PUBLIC ROADS
~~PUBLIC ROADS ADMINISTRATION~~
~~FEDERAL WORKS AGENCY~~
DIVISION EIGHT

~~ALASKA~~
MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

July 18, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon F-26(8)
Barkley Springs-Algoma

Dear Sir:

We are forwarding herewith for your files an executed copy of a project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: LJCaufield
L. J. Caufield
Principal Highway Engineer

Encl.

1946)

72

State Oregon

Federal Aid Project No. F-26(5)

PUBLIC ROADS ADMINISTRATION

FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 3rd day of July, 1950, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 26th day of August, 1949, a program, which was approved on the 14th day of November, 1949, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 23rd day of January, 1950; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of four hundred ninety thousand and 00/100 dollars ($490,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 334+50 in the NE 1/4, Section 25, T. 37 S., R. 8 E., W. M., and survey station 692+00 in the SE 1/4, Section 26, T. 36 S., R. 7 E., W.M., without exception, length 6.770 miles, in Klamath County, being Oregon Federal Aid project No. F-26(8), consisting of 6.739 miles of roadway and two bridges, each of more than 20 feet clear span, 0.031 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

(c) Final voucher will not be paid for this project until the State submits copies of satisfactory easements for encroachments on the right of way of the Southern Pacific Company.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of four hundred ninety thousand and 00/100 dollars ($490,000.00), which does not exceed the authorized Federal pro rata share of nine hundred thirty-two thousand, three hundred fifty-four and 50/100 dollars ($932,354.50), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing

Chapter 529, Laws 1939.
funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest
SECRETARY

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By W. H. Lynch
Division Engineer,
Public Roads Administration.

F-11

RECEIVED
JUN 1 9 1950
FOR FILING

F-26(8)

June 19, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We refer to your letter of June 15, concerning the Barkley Springs-Algoma Project, F-26 (8).

Federal participation is not expected in any of the costs to be billed against the State by the Railway Companies and the Western Union Company in accordance with the provisions of the State's agreement with the Central Oregon Railway Co. and the Southern Pacific Co.

As the deeds and easements to be furnished by the Railway Companies are not expected to be received from the companies for several months, we are agreeable to incorporation in the project agreement of a clause to the effect that payment of the final federal aid voucher will not be made until satisfactory easements are submitted.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

June 15, 1950

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the State-Railroad agreement for Oregon Project F-26(8), Barkley Springs-Algoma Section of The Dalles-California Highway, copies of which were forwarded with your letter of June 1, 1950.

It is noted that some of the items listed for payment by the State appear ineligible. Their eligibility would, of course, be a matter of no importance to us unless you contemplate making charges to the project at a later date on the basis of this agreement. The present proposed project agreement estimate includes no such charges. Please advise whether or not you intend to request Federal participation in any of the work provided for in the railroad agreement.

The agreement states easements will be given for parcels of land listed in Exhibit II. We should have copies of these easements but the agreement indicates that they will not be granted until construction is completed. If they cannot be secured at this time, we will recommend that the project agreement include a special clause to the effect that payment of the final voucher will not be made until satisfactory. easements are submitted.

As preparation of the project agreement is being withheld pending clarification of the above questions, an early reply would be appreciated.

Very truly yours,

T. M. DAVIS
District Engineer

By: C.G. Polk
Senior Highway Engineer

RECEIVED
JUN 9 1950
FOR FILING

June 7, 1950

Mr. T. M. Davis
District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

This is in answer to your letter of May 17, advising that your Washington office has requested a discussion of the reasons for the location of the bridge on the Barclay Springs-Algoma Section, Oregon Project F-26 (8), at Station 544+, since they feel that Station 558 would be a more desirable location.

Our right-of-way agreement with William J. Hagelstein provides that the bridge must be located at Station 544 in order to serve his irrigation canal and permit him to use it for the moorage of his motor boat. Were the bridge located at Station 558, it would be necessary to construct an entirely new channel and relocate the connection to the old highway at this point. A new channel would extend into the hillside, and the excavation would be difficult and expensive. It would extend along the easterly side of the highway for a distance of approximately 1,400 feet and would necessarily be located on the highway right of way, and probably the State would be required to assume the maintenance of the canal.

At the location selected the channel is either on Mr. Hagelstein's property or the railroad right of way, and, if the bridge were located at Station 558 it would not improve the general layout for bridge and canal, but would increase the cost and only move the canal from one side of the road to the opposite side. The channel indicated at Station 553 serves as an outlet for Barclay Springs, and a 36-inch culvert is to be constructed for this outlet. I am unable to visualize any benefit to be gained by locating a bridge at Station 558 except that it would be opposite the railroad bridge, which does not seem to be of any importance.

I am attaching a map showing what would have been required had we considered locating a bridge at Station 558. I feel the bridge is located in the proper place and can see no reason why any other site should be considered.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. D. Smith

By: W. C. Williams
Assistant State Highway Engineer

Encl.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

May 17, 1950

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Oregon Project F-26(8) Barkley Springs-Algoma Section for which contract was recently awarded.

In reviewing the P.S.& E. documents for this project our Washington Office has requested a discussion of the reasons for the location of the bridge on this project at Station 544 + since it appears that Station 558 is a more desirable location.

Will you please furnish us with a discussion of both locations in order that we may reply to the inquiry.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

RECEIVED
MAY 29 1950
FOR FILING

F- 26(9)

3289

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 24, 1950

SUBJECT:

To: Mr. R.H. Baldock
State Highway Engineer
Office

For your information we are sending to The California-Oregon Power Company a fully executed copy of an agreement with said Company, covering re-establishment of its power facilities along Barkley Springs-Algoma Section of The Dalles-California Highway, in Klamath County, Oregon.

The original of this agreement has been retained in this office for the Commission's files.

Secretary

rn

cc - Mr. J.M. Devers
Mr. R.B. Sipprell

CTED
State Highway Engineer

RECEIVED
MAY 24 1950
FOR FILING

F 26(8)

3287

May 24, 1950

The California-Oregon Power Company
Klamath Falls,
Oregon

Attention: Mr. J.T. Runyan

Gentlemen:

We are enclosing herewith, for your records, a fully executed copy of an agreement between the State of Oregon, by and through its State Highway Commission, and The California-Oregon Power Company covering re-establishment of its power facilities along Barkley Springs-Algoma Section of The Dalles-California Highway, in Klamath County, Oregon.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
encl. 1

RECEIVED
MAY 23 1950
FOR FILING

7-26(8)

3289

Salem, Oregon
May 22, 1950

File No. 8643-A
Modoc Point-Algoma Section
The Dalles-California Hwy.

Mr. J.M. Devers
Chief Counsel

Attention: Mr. E.F. Seling

We have received in this office a fully executed copy of the agreement between the Central Pacific Railway Company, Southern Pacific Company and the State Highway Commission, dated March 13, 1950, for the Barclay Springs-Algoma Section of The Dalles-California Highway in Klamath County.

This agreement is being filed as railroad agreement No. 356.

Secretary

rn

cc - W.C. Williams
G.S. Paxson
N.G. Smith

RECEIVED
MAY 16 1950
FOR FILING

F-26(8)
3289

May 12, 1950

4-9

Oregon State Highway Commission

Gentlemen:

I am handing Mr. Glaisyer two copies of an Agreement between the State Highway Commission and the California-Oregon Power Company, which covers in detail the power lines of the Company previously located on private property, which are now on the new right of way of the Barkley Springs-Algoma Section of The Dalles-California Highway in Klamath County, which is now under contract to Peter Kiewit Sons' Company.

The necessity to reimburse the Company for the moving of a portion of their power line was reported to you previously, with an estimated cost of approximately $6,090 included in the Project Authorization.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

cc: W. W. Stiffler
WWS:er

RECEIVED
JUN 19 1950
FOR FILING

F-21-8

PAUL FARRENS
RICHARD MAXWELL
W. J. [illegible]

3289

FARRENS & MAXWELL
ATTORNEYS AT LAW
FIRST FEDERAL SAVINGS & LOAN BUILDING
KLAMATH FALLS, OREGON

AGE[illegible]A

4-g

May 10, 1950

for confirmation

Mr. R. H. Baldock
Oregon State Highway Commission
Salem, Oregon

Attention Mr. W. W. Stiffler

Dear Sir:

Please refer to your letter of the 5th ultimo with which you enclosed two copies of form of agreement prepared to cover the moving and reinstallation of certain power lines owned by The California Oregon Power Company to permit the reconstruction of a section of the Dalles-California Highway in Klamath County.

We have approved this agreement as to form and both counterparts have been executed by The California Oregon Power Company.

We are enclosing them herewith and as soon as the instrument has been executed by the State Highway Commission, kindly forward a fully executed counterpart direct to the office of The California Oregon Power Company in Klamath Falls, letting us have a copy of your letter of transmittal.

Yours very truly,

FARRENS & MAXWELL

By Paul Farrens

PF:1

cc-Mr. J. M. Devers
Mr. T. J. Runyon

S+C

RECEIVED
FOR FILING

[illegible]
[illegible]

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM ☐	SERIAL ☐
DAY LETTER ☒	NIGHT LETTER ☐

WESTERN UNION

1206

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise this message will be sent at the full rate	
FULL RATE ☐	DEFERRED ☐
CODE ☐	NIGHT LETTER ☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
MAY 11, 1950

MR. C. P. NORTON
WESTERN UNION TELEGRAPH COMPANY
PACIFIC BUILDING
SAN FRANCISCO, CALIFORNIA

NOTED
State Highway Engineer

AM ADVISED STATE'S CONTRACTOR IS STARTING IMMEDIATELY ON CONSTRUCTION BARCLAY SPRINGS-ALGOMA PROJECT IN KLAMATH COUNTY. WILL BE GREATLY APPRECIATED IF YOU WILL PROCEED WITH MOVING OF THE WESTERN UNION FACILITIES IMMEDIATELY.

NOTED
W. C. WILLIAMS

J. W. DeSOUZA
OREGON STATE HIGHWAY COMMISSION
SALEM, OREGON

cc: Mr. W. C. Williams ✓
Mr. H. G. Smith
Mr. W. E. Chandler
Mr. J. G. Toole

RECEIVED
MAY 1 2 1950
FOR FILING

May 11th, 1950

Mr. C. P. Norton
General Plant Manager
Western Union Telegraph Co.
San Francisco, California

Dear Sir:

The contract has been awarded on the Barclay Springs-Algoma Section of the Dalles-California Highway, and the contractor expects to start work in the near future.

Will you kindly proceed with the duplexing of your line in accordance with our agreement.

The contractor was able to move in his equipment for the rock work sooner than he at first advised us. Therefore, it would be advisable for you to start work immediately.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

R

cc to: H. G. Smith

RECEIVED
FOR FILING

7-26 (8)

May 3, 1950

Mr. T. M. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3909
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate as basis for project agreement, revised in accordance with the request contained in your letter of April 27, 1950, by deletion of the non-participating work on the Algoma Road Connection.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWM:ew

Encl.

Oregon State Highway Department Federal Aid Project No. F-26 (8)

BARKLEY SPRINGS-ALGOMA SECTION
OF THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 3, 1950

Type Code 5251

Roadway (Sta. 374+50 to 692+00)

All Required		Clearing and Grubbing		$ 2,000.00
220	cu. yds.	Structural Excavation, Unclassified	$ 4.00	880.00
32,000	cu. yds.	Canal Excavation, Unclassified	0.25	8,000.00
872,900	cu. yds.	General Excavation, Unclassified	0.41	357,889.00
4,767,400	yd. sta.	Short Overhaul	0.01	47,674.00
546,600	C-yd. sta.	Long Overhaul	0.51	278,766.00
6.74	miles	Finishing Roadbed and Slopes	750.00	5,055.00
560	lin. ft.	18" Corr. Metal Pipe	3.65	2,044.00
120	lin. ft.	24" Corr. Metal Pipe	5.30	636.00
280	lin. ft.	36" Corr. Metal Pipe	10.60	2,968.00
140	lin. ft.	48" Corr. Metal Pipe	14.60	2,044.00
2	only	48" Metal Headgate	600.00	1,200.00
130	only	Concrete Sight Posts	11.00	1,430.00
3,200	cu. yds.	Dry Rubble Masonry	12.00	38,400.00
12,160	cu. yds.	1½" - 0" Rock in Leveling Course	1.50	18,240.00
2,140	cu. yds.	3/4" - 0" Screen Rejection Materials in Shoulders	1.40	2,996.00
778	M-gal.	Sprinkling	1.50	1,167.00
6.74	miles	Preparation of Base	200.00	1,348.00
7,600	cu. yds.	Furnishing and Placing Aggregates	2.75	20,900.00
569	tons	Furnishing and Placing 121-150 Asphalt	35.00	20,860.00
			Subtotal	$814,497.00
			10% Engr. & Cont.	81,449.70
			Total	$895,946.70

Type Code [illegible]

Bridge (Sta. 409+90 to 410+90)

320	lin. ft.	Furnish 10" x 10" x 42# Steel Piling	$ 2.60	$ 832.00

320	lin. ft.	Furnish 12" x 12" x 53# Steel Piling	$ 3.25	$ 1,040.00
20	only	Drive Steel Piles	95.00	1,900.00
170	cu. yds.	Class "A" Concrete	54.00	9,180.00
42,000	lbs.	Metal Reinforcement	0.10	4,200.00
				$ 17,152.00

Type Code X020

Bridge (Sta. 543+97 to 544+60)

1,400	lin. ft.	Furnish Treated Timber Piling	$ 1.35	$ 1,890.00
32	only	Drive Treated Timber Piling	95.00	3,040.00
154	cu. yds.	Class "A" Concrete	54.00	8,316.00
27,000	lbs.	Metal Reinforcement	0.10	2,700.00
				$ 15,946.00

Subtotal	$ 33,098.00
10% Engr. & Cont.	3,309.80
Total	$ 36,407.80

Length of Roadway	6.739 miles
Length of Bridges	.031 mile
Total Length	6.770 miles
Cost per mile, Roadway	$132,949.50

SUMMARY OF FUNDS

Item	Total Cost	Federal Funds	State Funds
Roadway	$895,946.70	$470,866.00	$425,080.70
Bridges	36,407.80	19,134.00	17,273.80
	$932,354.50	$490,000.00	$442,354.50

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

February 3, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to your inquiry by telephone concerning the setup of Federal funds for the Barkley Springs-Algoma Section, Project No. F-26 (6).

Please be advised that it is not our intention to request Federal cooperation for the portion of the project situated within the Klamath Indian tribal lands greater than the maximum permissible on other portions of the project, or 62.04%.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN:gs

April 21, 1950

Mr. T. M. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate as basis for project agreement for the Barkley Springs-Algoma Section, Project No. F-26 (8).

The completely executed copies of agreement covering encroachment on the railroad right of way have not been returned by the railroad company. The usual copies, however, will be submitted to you as soon as the executed agreement is received.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWM:ew

Oregon State Highway Department Federal Aid Project No. F-26 (8)

BARKLEY SPRINGS-ALGOMA SECTION
OF THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 7, 1950

Type Code 5251
Roadway (Sta. 334+50 to 692+00)

All Required		Clearing and Grubbing		$ 2,000.00
220	cu. yds.	Structural Excavation, Unclassified	$ 4.00	880.00
32,000	cu. yds.	Canal Excavation, Unclassified	0.25	8,000.00
875,000	cu. yds.	General Excavation, Unclassified	0.41	358,750.00
4,800,000	yd. stas.	Short Overhaul	0.01	48,000.00
550,000	C-yd. stas.	Long Overhaul	0.51	280,500.00
6.74	miles	Finishing Roadbed and Slopes	750.00	5,055.00
560	lin. ft.	18" Corr. Metal Pipe	3.65	2,044.00
120	lin. ft.	24" Corr. Metal Pipe	5.30	636.00
280	lin. ft.	36" Corr. Metal Pipe	10.60	2,968.00
140	lin. ft.	48" Corr. Metal Pipe	14.60	2,044.00
2	only	48" Metal Headgates	600.00	1,200.00
130	only	Concrete Sight Posts	11.00	1,430.00
3,200	cu. yds.	Dry Rubble Masonry	12.00	38,400.00
13,000	cu. yds.	1½" - 0" Rock in Leveling Course	1.50	19,500.00
2,200	cu. yds.	3/4" - 0" Screen Rejection Materials in Shoulders	1.40	3,080.00
800	M-gals.	Sprinkling	1.50	1,200.00
6.74	miles	Preparation of Base	200.00	1,348.00
7,900	cu. yds.	Furnishing and Placing Aggregates	2.75	21,725.00
620	tons	Furnishing and Placing 120-150 Asphalt	35.00	21,700.00
			Subtotal	$820,460.00
			10% Engr. & Cont.	82,046.00
			Total	$902,506.00

Type Code X021
Bridge (Sta. 409+90 to 410+90)

320	lin. ft.	Furnish 10" x 10" x 42# Steel Piling	$ 2.60	$ 832.00
320	lin. ft.	Furnish 12" x 12" x 53# Steel Piling	3.25	1,040.00
20	only	Drive Steel Piles	95.00	1,900.00

170	cu. yds.	Class "A" Concrete	$ 54.00	$ 9,180.00
42,000	lbs.	Metal Reinforcement	0.10	4,200.00
				$ 17,152.00

Type Code X020
Bridge (Sta. 543+97 to 544+60)

1,400	lin. ft.	Furnish Treated Timber Piling	$ 1.35	$ 1,890.00
32	only	Drive Treated Timber Piling	95.00	3,040.00
154	cu. yds.	Class "A" Concrete	54.00	8,316.00
27,000	lbs.	Metal Reinforcement	0.10	2,700.00
				$ 15,946.00

Subtotal	$ 33,098.00
10% Engr. & Cont.	3,309.80
Total	$ 36,407.80

Length of Roadway	6.739 miles
Length of Bridges	.031 mile
Total Length	6.770 miles
Cost per mile, Roadway	$133,922.83

SUMMARY OF FUNDS

Item	Total Cost	Federal Funds	State Funds
Roadway	$902,506.00	$471,000.00	$431,506.00
Bridges	36,407.80	19,000.00	17,407.80
	$938,913.80	$490,000.00	$438,913.80

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

Oregon State Highway Department Federal Aid Project No. F-26 (8)

BARKLEY SPRINGS-ALGOMA SECTION

OF THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, January 18, 1950

Type Code 5251

Roadway (Sta. 334+50 to 692+00)

All Required		Clearing and Grubbing		$ 3,000.00
220	cu. yds.	Structural Excavation, Unclassified	$ 3.00	660.00
32,000	cu. yds.	Canal Excavation, Unclassified	0.50	16,000.00
875,000	cu. yds.	General Excavation, Unclassified	0.45	393,750.00
4,800,000	yd. stas.	Short Overhaul	0.01	48,000.00
550,000	C-yd. stas.	Long Overhaul	0.30	165,000.00
6.74	miles	Finishing Roadbed and Slopes	600.00	4,044.00
560	lin. ft.	18" Corr. Metal Pipe	3.50	1,960.00
120	lin. ft.	24" Corr. Metal Pipe	4.50	540.00
280	lin. ft.	36" Corr. Metal Pipe	10.00	2,800.00
140	lin. ft.	48" Corr. Metal Pipe	16.00	2,240.00
2	only	48" Metal Headgates	400.00	800.00
130	only	Concrete Sight Posts	6.50	845.00
3,200	cu. yds.	Dry Rubble Masonry	10.00	32,000.00
13,000	cu. yds.	1¼" - 0" Rock in Leveling Course	2.00	26,000.00
2,200	cu. yds.	3/4" - 0" Screen Rejection Materials in Shoulders	1.25	2,750.00
800	M-gal.	Sprinkling	2.00	1,600.00
6.74	miles	Preparation of Base	200.00	1,348.00
7,900	cu. yds.	Furnishing and Placing Aggregates	3.50	27,650.00
620	tons	Furnishing and Placing 121-150 Asphalt	34.00	21,080.00
6	cu. yds.	Class "A" Concrete	60.00	360.00
			Subtotal	$752,427.00
			10% Engr. & Cont.	75,242.70
			Total	$827,669.70

Type Code X021

Bridge (Sta. 409+90 to 410+90)

320	lin. ft.	Furnish 10" x 10" x 42# Steel Piling	$ 8.00	$ 2,560.00
320	lin. ft.	Furnish 12" x 12" x 53# Steel Piling	9.00	2,880.00
20	only	Drive Steel Piles	100.00	2,000.00
170	cu. yds.	Class "A" Concrete	60.00	10,200.00
42,000	lbs.	Metal Reinforcement	0.12	5,040.00
				$ 22,680.00

Type Code X020

Bridge (Sta. 543+77 to 544+60)

1,400	lin. ft.	Furnish Treated Timber Piling	1.50	$ 2,100.00
32	only	Drive Treated Timber Piling	75.00	2,400.00
154	cu. yds.	Class "A" Concrete	60.00	9,240.00
27,000	lbs.	Metal Reinforcement	0.12	3,240.00
				$ 16,980.00

Subtotal	$ 39,660.00
10% Engr. & Cont.	3,966.00
Total	$ 43,626.00

Length of Roadway	6.739 miles
Length of Bridges	.031 mile
Total Length	6.770 miles
Cost per mile, Roadway	$122,817.88

SUMMARY OF FUNDS

Item	Total Cost	Federal Funds	State Funds
Roadway	$827,669.70	$465,466.00	$362,203.70
Bridges	43,626.00	24,534.00	19,092.00
	$871,295.70	$490,000.00	$381,295.70

BARKLEY SPRINGS-ALGOMA SECTION

PROJECT NO. F-26 (8)

All necessary rights of way or rights of entry have been acquired for this project except the execution of an agreement with the Southern Pacific Railroad Company covering encroachments by the highway roadbed upon their right of way. It is now believed this agreement can be fully executed within eighteen days.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

January 18, 1950

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
~~PUBLIC ROADS ADMINISTRATION~~
~~FEDERAL WORKS AGENCY~~
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX 3900
PORTLAND 8, OREGON

January 26, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

To complete our files will you kindly send an additional set of reduced size plans covering Project F-26(8), Barkley Springs-Algoma Section of The Dalles-California Highway.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

Sent
1/27/49

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
~~PUBLIC ROADS ADMINISTRATION~~
~~FEDERAL WORKS AGENCY~~
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

RECEIVED
FOR FILING
OREGON DISTRICT

April 27, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are returning herewith the project agreement estimate for Oregon Project No. F-26(8), for deletion of non-participating items on the Algoma Road connection as requested in our letter of January 23, 1950 and in conformity with your revised summary sheet.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

Encls.

Ta

quantities.

Oregon State Highway Department

Federal Aid Project No. F-26 (8)

BARKLEY SPRINGS-ALGOMA SECTION OF THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 7, 1950

Type Code 5251
Roadway (Sta. 334+50 to 692+00)

All Required		Clearing and Grubbing		$ 2,000.00
220	cu. yds.	Structural Excavation, Unclassified	$ 4.00	880.00
32,000	cu. yds.	Canal Excavation, Unclassified	0.25	8,000.00
—— 875,000	cu. yds.	General Excavation, Unclassified	0.41	358,750.00
—— 4,800,000	yd. stas.	Short Overhaul	0.01	48,000.00
—— 550,000	C-yd. stas.	Long Overhaul	0.51	280,500.00
6.74	miles	Finishing Roadbed and Slopes	750.00	5,055.00
560	lin. ft.	18" Corr. Metal Pipe	3.65	2,044.00
120	lin. ft.	24" Corr. Metal Pipe	5.30	636.00
280	lin. ft.	36" Corr. Metal Pipe	10.60	2,968.00
140	lin. ft.	48" Corr. Metal Pipe	14.60	2,044.00
2	only	48" Metal Headgates	600.00	1,200.00
130	only	Concrete Sight Posts	11.00	1,430.00
3,200	cu. yds.	Dry Rubble Masonry	12.00	38,400.00
—— 13,000	cu. yds.	1½" - 0" Rock in Leveling Course	1.50	19,500.00
—— 2,200	cu. yds.	3/4" - 0" Screen Rejection Materials in Shoulders	1.40	3,080.00
—— 800	M-gals.	Sprinkling	1.50	1,200.00
6.74	miles	Preparation of Base	200.00	1,348.00
—— 7,900	cu. yds.	Furnishing and Placing Aggregates	2.75	21,725.00
—— 620	tons	Furnishing and Placing 121-150 Asphalt	35.00	21,700.00
		Subtotal		$820,460.00
		10% Engr. & Cont.		82,046.00
		Total		$902,506.00

Type Code X021
Bridge (Sta. 409+90 to 410+90)

320	lin. ft.	Furnish 10" x 10" x 42# Steel Piling	$ 2.60	$ 832.00
320	lin. ft.	Furnish 12" x 12" x 53# Steel Piling	3.25	1,040.00
20	only	Drive Steel Piles	95.00	1,900.00

Note: Quantities marked thus —— indicate non-participating quantities.

170	cu. yds.	Class "A" Concrete	$ 54.00	$ 9,180.00
42,000	lbs.	Metal Reinforcement	0.10	4,200.00
				$ 17,152.00

Type Code X020
Bridge (Sta. 543+97 to 544+60)

1,400	lin. ft.	Furnish Treated Timber Piling	$ 1.35	$ 1,890.00
32	only	Drive Treated Timber Piling	95.00	3,040.00
154	cu. yds.	Class "A" Concrete	54.00	8,316.00
27,000	lbs.	Metal Reinforcement	0.10	2,700.00
				$ 15,946.00

Subtotal	$ 33,098.00
10% Engr. & Cont.	3,309.80
Total	$ 36,407.80

Length of Roadway	6.739 miles
Length of Bridges	.031 mile
Total Length	6.770 miles
Cost per mile, Roadway	$133,922.83

SUMMARY OF FUNDS

Item	Total Cost	Federal Funds	State Funds
Roadway	$902,506.00	$471,000.00	$431,506.00
Bridges	36,407.80	19,000.00	17,407.80
	$938,913.80	$490,000.00	$438,913.80

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

Oregon State Highway Department　　　　Federal Aid Project No. F-26 (8)

BARKLEY SPRINGS-ALGOMA SECTION

OF THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 7, 1950

Type Code 5251
Roadway (Sta. 334+50 to 692+00)

All Required		Clearing and Grubbing		$ 2,000.00
220	cu. yds.	Structural Excavation, Unclassified	$ 4.00	880.00
32,000	cu. yds.	Canal Excavation, Unclassified	0.25	8,000.00
875,000	cu. yds.	General Excavation, Unclassified	0.41	358,750.00
4,800,000	yd. stas.	Short Overhaul	0.01	48,000.00
550,000	C-yd. stas.	Long Overhaul	0.51	280,500.00
6.74	miles	Finishing Roadbed and Slopes	750.00	5,055.00
560	lin. ft.	18" Corr. Metal Pipe	3.65	2,044.00
120	lin. ft.	24" Corr. Metal Pipe	5.30	636.00
280	lin. ft.	36" Corr. Metal Pipe	10.60	2,968.00
140	lin. ft.	48" Corr. Metal Pipe	14.60	2,044.00
2	only	48" Metal Headgates	600.00	1,200.00
130	only	Concrete Sight Posts	11.00	1,430.00
3,200	cu. yds.	Dry Rubble Masonry	12.00	38,400.00
13,000	cu. yds.	1½" - 0" Rock in Leveling Course	1.50	19,500.00
2,200	cu. yds.	3/4" - 0" Screen Rejection Materials in Shoulders	1.40	3,080.00
800	M-gals.	Sprinkling	1.50	1,200.00
6.74	miles	Preparation of Base	200.00	1,348.00
7,900	cu. yds.	Furnishing and Placing Aggregates	2.75	21,725.00
620	tons	Furnishing and Placing 121-150 Asphalt	35.00	21,700.00
		Subtotal		$820,460.00
		10% Engr. & Cont.		82,046.00
		Total		$902,506.00

Type Code X021
Bridge (Sta. 409+90 to 410+90)

320	lin. ft.	Furnish 10" x 10" x 42# Steel Piling	$ 2.60	$ 832.00
320	lin. ft.	Furnish 12" x 12" x 53# Steel Piling	3.25	1,040.00
20	only	Drive Steel Piles	95.00	1,900.00

170	cu. yds.	Class "A" Concrete	$ 54.00	$ 9,180.00
42,000	lbs.	Metal Reinforcement	0.10	4,200.00
				$ 17,152.00

Type Code X020
Bridge (Sta. 543+97 to 544+60)

1,400	lin. ft.	Furnish Treated Timber Piling	$ 1.35	$ 1,890.00
32	only	Drive Treated Timber Piling	95.00	3,040.00
154	cu. yds.	Class "A" Concrete	54.00	8,316.00
27,000	lbs.	Metal Reinforcement	0.10	2,700.00
				$ 15,946.00

Subtotal	$ 33,098.00
10% Engr. & Cont.	3,309.80
Total	$ 36,407.80

Length of Roadway	6.739 miles
Length of Bridges	.031 mile
Total Length	6.770 miles
Cost per mile, Roadway	$133,922.83

SUMMARY OF FUNDS

Item	Total Cost	Federal Funds	State Funds
Roadway	$902,506.00	$471,000.00	$431,506.00
Bridges	36,407.80	19,000.00	17,407.80
	$938,913.80	$490,000.00	$438,913.80

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

Oregon State Highway Department Federal Aid Project No. F-26 (8)

BARKLEY SPRINGS-ALGOMA SECTION
OF THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 7, 1950

Type Code 5251
Roadway (Sta. 334+50 to 692+00)

All Required		Clearing and Grubbing		$ 2,000.00
220	cu. yds.	Structural Excavation, Unclassified	$ 4.00	880.00
32,000	cu. yds.	Canal Excavation, Unclassified	0.25	8,000.00
875,000	cu. yds.	General Excavation, Unclassified	0.41	358,750.00
4,800,000	yd. stas.	Short Overhaul	0.01	48,000.00
550,000	C-yd. stas.	Long Overhaul	0.51	280,500.00
6.74	miles	Finishing Roadbed and Slopes	750.00	5,055.00
560	lin. ft.	18" Corr. Metal Pipe	3.65	2,044.00
120	lin. ft.	24" Corr. Metal Pipe	5.30	636.00
280	lin. ft.	36" Corr. Metal Pipe	10.60	2,968.00
140	lin. ft.	48" Corr. Metal Pipe	14.60	2,044.00
2	only	48" Metal Headgates	600.00	1,200.00
130	only	Concrete Sight Posts	11.00	1,430.00
3,200	cu. yds.	Dry Rubble Masonry	12.00	38,400.00
13,000	cu. yds.	1½" - 0" Rock in Leveling Course	1.50	19,500.00
2,200	cu. yds.	3/4" - 0" Screen Rejection Materials in Shoulders	1.40	3,080.00
800	M-gals.	Sprinkling	1.50	1,200.00
6.74	miles	Preparation of Base	200.00	1,348.00
7,900	cu. yds.	Furnishing and Placing Aggregates	2.75	21,725.00
620	tons	Furnishing and Placing 121-150 Asphalt	35.00	21,700.00
			Subtotal	$820,460.00
			10% Engr. & Cont.	82,046.00
			Total	$902,506.00

Type Code X021
Bridge (Sta. 409+90 to 410+90)

320	lin. ft.	Furnish 10" x 10" x 42# Steel Piling	$ 2.60	$ 832.00
320	lin. ft.	Furnish 12" x 12" x 53# Steel Piling	3.25	1,040.00
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Oregon State Highway Department   Federal Aid Project No. F-26 (8)

BARKLEY SPRINGS-ALGOMA SECTION

OF THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 7, 1950

Type Code 5251
Roadway (Sta. 334+50 to 692+00)

All Required		Clearing and Grubbing		$ 2,000.00
220	cu. yds.	Structural Excavation, Unclassified	$ 4.00	880.00
32,000	cu. yds.	Canal Excavation, Unclassified	0.25	8,000.00
875,000	cu. yds.	General Excavation, Unclassified	0.41	358,750.00
4,800,000	yd. stas.	Short Overhaul	0.01	48,000.00
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Oregon State Highway Department Federal Aid Project No. F-26 (8)

BARKLEY SPRINGS-ALGOMA SECTION
OF THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 7, 1950

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13,000	cu. yds.	1¼" - 0" Rock in Leveling Course	1.50	19,500.00
2,200	cu. yds.	3/4" - 0" Screen Rejection Materials in Shoulders	1.40	3,080.00
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620	tons	Furnishing and Placing 121-150 Asphalt	35.00	21,700.00
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		10% Engr. & Cont.		82,046.00
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Oregon State Highway Department — Federal Aid Project No. F-26 (8)

BARKLEY SPRINGS-ALGOMA SECTION
OF THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

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Salem, Oregon, April 7, 1950

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	$938,913.80	$490,000.00	$438,913.80

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

RECEIVED
APR 27 1950
FOR FILING

F 21 (5)

3231

Fk

April 26, 1950

1872

Peter Kiewit Sons' Company
Post Office Box 491
Longview, Washington

Gentlemen:

Approval is given to your subcontract with H. S. Goodwin for the work on the drainage canal on the Barclay Springs-Algoma Section of the Dalles-California Highway.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. H. G. Smith

April 26, 1950

Peter Kiewit Sons' Company
Post Office Box 491
Longview, Washington

Gentlemen:

Your subcontract with C. E. Blakely for the construction of bridges on the Barclay Springs-Algoma Section of the Dalles-California Highway is approved.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. H. G. Smith

ASSIGNMENT

No. 1872
By [illegible]

Description: **Letter from Peter Kiewit Sons' Co. requesting approval of two subcontracts on Contract No. 3289**

Acknowledged by _____ Referred to ___ **N. G. SMITH** ______

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
XX Return with rough draft of reply
Please prepare for ______________ signature

Assignment executed ______ Report received 4-24-50

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

PETER KIEWIT SONS' CO.
CONTRACTORS
ESTABLISHED 1884
Office 1024 Omaha National Bank Building
OMAHA 2, NEBR.

April 14, 1950

Post Office Box 491
Longview, Washington

Oregon State Highway Commission
Salem,
Oregon

Re: Barkley Springs-Algoma Section
The Dalles-California Highway
Contract No. 3289

Gentlemen:

We hereby request approval of C. E. Blakely, Klamath Falls, Oregon, as our sub-contractor for driving treated timber piles, driving steel piles, concrete, class "A" and metal reinforcement to be placed on the above contract, in the amount of $28,740.00

We also request approval of H. S. Goodwin, 650 Manchester Street, Portland, Oregon, as our sub-contractor for the canal excavation on the above contract, in the amount of $3,840.00

Attached please find copies of the two above sub-contracts.

We are enclosing the consent of our surety for the sub-contracts.

Yours very truly,

PETER KIEWIT SONS' CO.

By
Ivan W. Breunsbach

IWB:md
Attach (2)
cc: Job No. 1520
Dawson & Feek

Countersigned:
DAWSON & FEEK, Inc.

Resident Agent,
Portland, Oregon

CONSENT OF SURETY:
CENTRAL SURETY AND INSURANCE CORPORATION

BY Edw. O Feek
Edw. O. Feek, Attorney-in-fact.

RECEIVED
APR 27 1950
FOR FILING

F 26 (8)

3284

April 26, 1950

The California Oregon Power Company
Klamath Falls
Oregon

Attention: Mr. J. T. Runyan
Assistant District Manager

Gentlemen:

We have discussed with our Legal Department the payment for the movement of your pole #A-41 near the Algoma railroad station. While our counsel is not entirely in agreement with the opinions in your attorneys' letter, he does not feel that it is of sufficient importance to become involved in a serious legal controversy; therefore, you are hereby authorized to move the pole at our expense and include it in the bills for the other movement we have authorized.

The estimate of cost which you submitted for this movement is approximately $140.00.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc H. G. Smith
W. E. Chandler
J. G. Toole

(File attached to rough draft belonged to
Construction Dept. and was attached to
Smith's copy of this letter)

hi

RECEIVED
APR 24 1950
FOR FILING

F-26 (8)

3289

510

April 21, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was started on April 19, 1950 on Contract No. 3289, Barkley Springs-Algoma Section, in connection with Federal Aid Project No. F-26 (8).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DSP:gs

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FARRENS & MAXWELL
ATTORNEYS AT LAW
FIRST FEDERAL SAVINGS & LOAN BUILDING
KLAMATH FALLS, OREGON

PAUL FARRENS
RICHARD MAXWELL
W. J. MOSHOFSKY

3289

April 19, 1950

1836

Mr. J. M. Devers, Chief Counsel
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Devers:

Today we have received your letter of the 18th instant and a letter from the Engineering Department bearing the same date, in which letter was enclosed a photostat of a map showing your right-of-way through the Klamath Indian Tribal Lands, and a copy of the official Department of the Interior receipt for the consideration paid for the right-of-way.

These enclosures do not give us the information which we desire. We do not question that you have acquired rights of some character under which you will construct your highway. What we wish to learn is precisely the character of those rights and exact information with respect to any restrictions or conditions placed thereon by the Government.

Surely you must have received from the Department of the Interior some instrument or instruments conveying the rights-of way and it is a copy of such instrument or instruments which we wish to see. It is proposed that we abandon an easement which is not subjected to restrictions of any character and accept in lieu thereof, an easement from the State Highway Commission. Any rights which you grant to The California Oregon Power Company can rise no higher than their source, which is the easement received by you from the Department of the Interior. We want to know whether the easement which you propose to give to the Company is burdened or affected by any kind of a restriction or condition imposed by the Government in your favor.

Yours very truly,

FARRENS & MAXWELL

By Paul Farrens

RECEIVED

PF:l

cc-Mr. R. H. Baldock, State Highway Engineer
Attention Mr. W. W. Stiffler

FARRENS & MAXWELL
ATTORNEYS AT LAW
FIRST FEDERAL SAVINGS & LOAN BUILDING
KLAMATH FALLS, OREGON

PAUL FARRENS
RICHARD MAXWELL
W. J. MOSHOFSKY

April 17, 1950

Mr. J. T. Runyan, Assistant Manager
The California Oregon Power Company
Klamath Falls, Oregon

Dear Mr. Runyan:

Please refer to your letter of April 5, 1950, with which you submitted to us for approval a proposed agreement between the State and the Company covering relocation of a power line in connection with the relocation and reconstruction of the Barkley Springs-Algoma section of The Dalles-California Highway.

We have examined this agreement and are prepared to approve it as to form and contents, whenever the State Highway Commission shall have satisfied us with respect to the State's title to the land upon which the relocated power line is to be constructed.

The necessity for such assurance was anticipated by us in advance of receipt of the proposed form of contract and, on March 4, 1950, we wrote to Mr. Devers requesting that when the forms of agreement were submitted they be accompanied with a copy of the license granted the State Highway Commission by the United States for the construction and maintenance of the highway. On the 7th inst., we wrote to Mr. Baldock advising that we could not recommend the execution of this agreement until we were advised of the basis of title of the State or its right in and to the land upon which the pole line is to be relocated. We have received no advice from the legal or the engineering departments of the State Highway Commission regarding the tile or rights of the State. We will hold the agreement until we have received this information.

Yours very truly,

FARRENS & MAXWELL
By Paul Farrens

cc-J.M.Devers,Chief Counsel
Ore.State Highway Dept
Salem,Oregon
cc-R.H.Baldock,
State Highway Engineer
Attention W.C.Williams,
Assistant Engineer
Salem, Oregon

RECEIVED
APR 19 1950
OREGON
STATE HIGHWAY COMMISSIO

FORM E-30 25M 6-49 32803

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 14, 1950

SUBJECT:
Our File 16107
Your Assignment 1836
California Oregon Power Co.
Barkley Springs-Algoma Section
The Dalles-California Highway

To:
Mr. W. C. Williams
Ass't. State Highway Engineer

OFFICE

Dear Mr. Williams:

Pursuant to your request, as stated in your assignment above, dated April 10, 1950, I hand you herewith a photostat of the map that indicates our right of way through the Klamath Indian Tribal Lands, which has been approved by Mr. R. H. Bitney Superintendent.

Also attached is a copy of the official Department of Interior receipt for the consideration paid for this right of way. These two documents are the only easement or license granted for this right of way and I hope will be sufficient to satisfy Mr. Farrens' purpose.

Very truly yours,

J. M. DEVERS

By R. L. Porter
R. L. PORTER
Ass't. Right of Way Engineer

RLP:MA

Encl. (2)

16107

FARRENS & MAXWELL
ATTORNEYS AT LAW
FIRST FEDERAL SAVINGS & LOAN BUILDING
KLAMATH FALLS, OREGON

PAUL FARRENS
RICHARD MAXWELL
W. J. MOSHOFSKY

April 7, 1950

PLEASE RETURN
W. C. WILLIAMS
FOR FILING

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention: Mr. W. C. Williams
Assistant Highway Engineer

Dear Mr. Baldock:

We have your letter of the 5th inst., enclosing duplicate counterparts of proposed agreement with The California Oregon Power Company covering the moving and reinstallation of certain power lines in connection with the reconstruction of a section of The Dalles-California Highway in Klamath County.

We have not yet attempted an analysis of the agreement but in order to expedite our final consideration of it we are writing this letter to call your attention to the request contained in our letter of March 4, 1950, wherein we requested that Mr. Devers forward to us a copy of the license or right of way agreement granted to the State of Oregon by the United States covering the right of way for the relocating of the section of the highway which is within the Klamath Indian Reservation. We cannot recommend to The California Oregon Power Company that they accept this agreement until we know the basis of your title or rights in and to the land upon which the pole line is to be relocated.

Yours very truly,

FARRENS & MAZWELL

By Paul Farrens

PF:fc

cc- J. T. Runyan

ril 10, 1950

ASSIGNMENT

No. 1836
By

cription: **Letter of April 7, 1950 by Farrens & Maxwell regarding proposed agreement with The Cal. Ore. Power Company and particularly requesting copy of license or R/W agreement granted State by U. S. Government**

Acknowleuged by ----- Referred to -- **Cooper** ---------

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for --------------- signature

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Assignment executed ------ Report received ------

Remarks: **Please note 2nd paragraph. Will you furnish requested proof? WCW**

(R 16107)

4-17-50

FORM E-30 25M 6-49 32802

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 4, 1950

SUBJECT:

To: Mr. W. C. Williams
Assistant Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Mr. Williams:

Enclosed herewith are the first copy and three duplicate originals of a proposed agreement between the Commission and The California-Oregon Power Company in connection with the moving and reinstallation of the Company's poles, fixtures, facilities, and distribution lines necessitated by the proposed construction of the relocated Barkley Springs-Algoma Section of The Dalles-California Highway in Klamath County.

If this agreement meets with the approval of the Engineering Department, please forward the first copy and one duplicate to The California-Oregon Power Company with the request that it sign and return the same for presentation to the Commission, after which, one fully executed copy should be returned to the power company.

Also returned herewith is your file which was forwarded to this office together with your letter of March 29, 1950.

Yours very truly,

J. M. DEVERS

By CWEnfield
C. W. ENFIELD
Assistant Counsel

CWE:avh
H. B. Glaisyer

FORM E-90 25M 6-49 88302

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 14, 1950

SUBJECT: R 16107

To: Mr. W. C. Williams
Assistant Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Mr. Williams:

Enclosed herewith is a copy of a letter received March 7, 1950, from Farrens & Maxwell with respect to the required moving of thirty transmission poles in connection with the proposed improvement of The Dalles-California Highway, and with respect to the desire of the California-Oregon Power Company to move an additional thirteen poles to accomplish a straight line routing.

The Company has apparently been in contact with local engineers of the Department, and there has been an expression of agreement that the thirty poles will be moved at State expense, and the Power Company desires an agreement to this effect. We will appreciate your advising this office of the matters desired by the Engineering Department to be included in such agreement, which matters should include, among other things, the present location of the poles to be moved, and the new location upon our right of way where they are to be reinstalled, the matters of supervision, compliance with requirements of the Department, and insurance, if such is desired, and it would probably be desirable for a map to be prepared showing the old and the new locations of the poles involved, which map can be made a part of the agreement. I further assume you will desire presenting this matter to the Commission if the cost to the State has not been included in monies authorized to be expended upon this highway project. We shall await receipt of this information before preparing an agreement to be executed by the Power Company and the Commission.

Yours very truly,

J. M. DEVERS

By CWEnfield
C. W. ENFIELD
Assistant Counsel

CWE:avh
cc - Forrest Cooper
Encl.

C
O
P
Y

FARRENS & MAXWELL
Attorneys at Law
First Federal Savings & Loan Building
Klamath Falls, Oregon

March 4, 1950

Mr. J. M. Devers, Chief Counsel
Oregon State Highway Commission
Salem, Oregon

Re: The California Oregon Power Company

Dear Mr. Devers:

We are advised by The California Oregon Power Company that the highway improvement project to be undertaken by the Oregon State Highway Commission on Highway 97, requires the Power Company to move 30 Line #11 transmission poles and that the Company desires to move an additional 13 poles to accomplish a straight line routing. The poles to be moved are at the north end of the improvement project south of the railroad station designated as Ouxy.

The power line is constructed east of the old highway right-of-way and is covered by license from the Department of Interior, Office of Indian Affairs. We understand the new right-of-way is to be approximately 270 feet in width and the new poles will be moved up the hill but inside the highway right-of-way.

The Company has agreed with your local men to move the 30 poles at State expense and desire an agreement with the State Highway Commission such as was consummated in the Fall of 1948 in connection with the Algoma Transmission Line. We assume that you will desire to prepare the agreement as you did in the former case. When you submit such an agreement to us, we would appreciate having a copy of the license granted the State Highway Commission by the United States in connection with the highway right-of-way.

Your assistance in connection with this matter will be greatly appreciated.

Yours very truly,

FARRENS & MAXWELL

By (Sgd.) R. B. Maxwell

RBM:l

files

RECEIVED
JUN 13 1950
FOR FILING
FORM 2-30 25M 6-49 32802

7-26(8)

3287

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 4, 1950

SUBJECT:

To: Mr. W. C. Williams
Assistant Highway Engineer
Office

REFERRED TO Geary BY SECRETARY

Keep in mind
for accounting

Filed 5-24-50

Dear Mr. Williams:

Enclosed herewith are the first copy and three duplicate originals of a proposed agreement between the Commission and The California-Oregon Power Company in connection with the moving and reinstallation of the Company's poles, fixtures, facilities, and distribution lines necessitated by the proposed construction of the relocated Barkley Springs-Algoma Section of The Dalles-California Highway in Klamath County.

If this agreement meets with the approval of the Engineering Department, please forward the first copy and one duplicate to The California-Oregon Power Company with the request that it sign and return the same for presentation to the Commission, after which, one fully executed copy should be returned to the power company.

Also returned herewith is your file which was forwarded to this office together with your letter of March 29, 1950.

Yours very truly,

J. M. DEVERS

By

C. W. ENFIELD
Assistant Counsel

CWE:avh
H. B. Glaisyer

RECEIVED
APR 4 - 1950
FOR FILING

Files

7-26 (8)

3289

April 3, 1950

Peter Kiewit Sons' Co.
8th & Douglas Streets
Longview, Wash.

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3289 which was awarded to you on March 7, 1950 by the State Highway Commission, covering the Barkley Springs-Algoma Section of The Dalles-California Highway in Klamath County.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 4/3, gl

RECEIVED
MAR 30 1950
FOR FILING

F-26(3)

2289

F/-

Salem, Oregon
March 29, 1950

Mr. C. W. Enfield

I hand you herewith three copies of a set of plans on the Barclay Springs-Algoma Section, which may be used as an exhibit for attachment to the agreement to be entered into between the State Highway Commission and the California-Oregon Power Company in connection with movement of the Power Company's pole line.

On page 5 of the set of plans is a layout of the moving of a distribution line at the Algoma Railroad Station. On sheets Nos. 10, 11, 12, 13 and 14 there is indicated, in green coloring, the present location of the Power Company line and, in red coloring, the location to which the power line is to be moved.

The agreement should be prepared substantially in conformance with the agreement we entered into with the California-Oregon Power Company in 1948 covering a similar movement of a portion of its Algoma transmission line.

The estimated cost of the rearranging of the Power Company's facilities to be covered in the present agreement is $5,556 for moving of the lines, plus an estimated $500 to cover the cost of watchman and flagman services during the time blasting is being done in the proximity of the power line. The total of the above makes the estimated cost to the State $6,056, which amount has already been approved by the Highway Commission in the authorization for the Barclay Springs-Algoma Section.

I attach hereto our file on the matter at hand, which contains letters from the Power Company and the Resident Engineer. If there is any more information that I can furnish to you in the preparation of this agreement, please call on me. Please return the file when you are through with it.

W. C. Williams

WCW:me

Encl.

RECEIVED
APR 18 1950
FOR FILING

F-26(8)

7229

Salem, Oregon
March 28, 1950

Agenda Item MOA-1

Mr. J.M. Devers
Chief Counsel

Attached hereto, for further handling by you, is a fully executed copy of an agreement between the State and Western Union Telegraph Company covering the temporary and permanent revision of Western Union lines on the Barclay Springs-Algoma section of The Dalles-California Highway in Klamath County.

One fully executed copy of this agreement has been retained in this office for the Commission's files.

Secretary

rm
attach: 1

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MAY 22 1950
FOR FILING

F [illegible]

3294

files

Salem, Oregon
March 14, 1950

Mr. J.M. Devers
Chief Counsel

Attention: Mr. J.W. DeSouza

Attached hereto for further handling by you, are five copies of proposed agreement with Central Pacific Railway Company and its Lessee, Southern Pacific Company, covering the right of way and encroachments on the railroad on the Barclay Springs-Algoma project, which have been executed by the State Highway Commission.

Please return one fully executed copy of this agreement to me for the Commission's files.

Secretary

rn
attach: 5

checked R/W 4-14-50
not returned

Jerry
to follow up?

office copy filed
5/22/50

RR agreements

FORM E-30X 15M 6-49 32808

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 6, 1950

SUBJECT: File 8643-A

To: Mr. H. B. Glaisyer
Secretary

OFFICE

Dear Mr. Glaisyer:

Herewith I hand you five copies of proposed agreement ~~of~~ with Central Pacific Railway Company and its Lessee, Southern Pacific Company, covering the right of way and encroachments on the railroad on the Barclay Springs-Algoma project, for execution by the State Highway Commission.

Mr. James A. Lathrop, Tax and Right of Way Agent, is securing authority from Southern Pacific Company to give written or telegraphic approval to the awarding of contract based upon the representation to him that the agreement has been approved as to form and is being executed by the State Highway Commission. It, therefore, is suggested that the agreements be sent out for execution by messenger or mail without waiting for the next meeting of the Highway Commission. You will note that the forms have been approved by Mr. Williams and by Mr. Devers. After execution by the State Highway Commission all copies, together with the accompanying letter by Mr. J. A. McKinnon, should be returned direct to me for further handling. Your attention is directed to some of the contents of Mr. McKinnon's letter.

Very truly yours,

J. M. DEVERS

By J.W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:ms
Enc. 6

cc: Mr. W. C. Williams

RECEIVED
MAR 8 1950
FOR FILING

WESTERN UNION

File

(201)

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRA114 GOVT PD=PORTLAND ORG 7 1251P=

1950 MAR 7 PM 1 28

R H BALDOCK=
STATE HIGHWAY ENGINEER

AS REQUESTED YOUR TELEGRAM ADVISING ALL RIGHTS OF ENTRY ACQUIRED OREGON F-26/8/ (BARKLEY SPRINGS - ALGOMA PROJECT. WE HERE BY CONCUR TODAY IN AWARD TO LOW BIDDER PETER KIEWIT SONS COMPANY=

T M DAVIS=

6

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

A NEW
CURTI
SERVIC

RECEIVED
MAR 8 1950
FOR FILING

TIC SERVICE
ss of service desired;
his message will be
ull rate telegram
SERIAL
NIGHT LETTER

WESTERN UNION

JOSEPH L. EGAN, PRESIDENT

1206

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate
FULL RATE
DEFERRED
CODE
NIGHT LETTER

. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

ing message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
MARCH 7, 1950

MR. T. M. DAVIS, DISTRICT ENGINEER
BUREAU OF PUBLIC ROADS
201 FINANCIAL CENTER BUILDING
233 S.W. 6th STREET
PORTLAND, OREGON

REQUEST YOUR CONCURRENCE AWARD TODAY CONTRACT BARKLEY SPRINGS-ALGOMA PROJECT TO PETER KIEWIT SONS CO. ALL REQUIRED RIGHTS OF ENTRY ARE ACQUIRED.

R. H. BALDOCK

A NEW CURTIS SERVICE

Telegraph your order for America's favorite magazines—HOLIDAY, 1 yr., $5 • the Post, 1 yr., $6 • LADIES' HOME JOURNAL, 1 yr., $3. All prices U. S. only. No charge for wire. Pay Western Union clerk for subscription or when billed by publisher.

Publisher will, on subscriber's request, refund full amount paid for copies not previously mailed. Prices subject to change without notice.

RECEIVED
MAR 9 1950
FOR FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

7-26(8)

3259

March 7, 1950

Mr. James A. Lathrop
Tax and Right of Way Agent
Southern Pacific Company
702 Pacific Building
Portland 4, Oregon

Re: File 8643-A

Dear Mr. Lathrop:

Receipt is acknowledged of your letter of March 6th, your File 2415, giving approval and authorization of Southern Pacific Company to proceed with the awarding of the contract for the Barclay Springs-Algoma project in Klamath County. Based upon your communication the contractor today is being notified of the award of the contract and I understand that the award will be conditioned upon the fact that the contractor do not enter upon Southern Pacific Company's property until the required agreement has been executed and insurance protection provided.

At this time, on behalf of myself and on behalf of all of the members of this Department who have had occasion to be interested in the matter, I wish to express to you our very sincere appreciation for your untiring efforts and constant cooperation to bring this matter to a satisfactory conclusion. This feeling also holds true for Mr. Frank McColloch although the contacts with him have not been as numerous and as varied as they have been directly with you.

Very truly yours,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Counsel

JWD:ma

cc: Mr. Frank C. McColloch
Southern Pacific Company
Pacific Building
Portland, Oregon

Mr. W. C. Williams ✓

RECEIVED
APR 18 1950
FOR FILING

7-26 (8)

3289

AGENDA
MAR 20 1950

March 7, 1950

Peter Kiewit Sons' Company
Box 491
Longview, Washington

Re: Contract No. 3289

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for the Barkley Springs-Algoma Section of The Dalles-California Highway in Klamath County, subject to the condition that you do not enter upon railroad company property until you have executed an agreement with the railroad company, and furnished the railroad company the insurance required by the provisions in the contract. This award was based on your low bid of $853,882.00 submitted on February 6, 1950.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

tc
Enc.

cc - H. G. Smith
S. H. Probert
G. S. Paxson
Goldie Lewis
L. R. White (S.I.A.C.)

GET CONFIRMED

SYC

IC SERVICE	
k the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM ☒	SERIAL
DAY LETTER	NIGHT LETTER

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise this message will be sent at the full rate	
FULL RATE	DEFERRED
CODE	NIGHT LETTER

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
March 7, 1950
9:30 a.m.

Peter Kiewit Sons' Company
Box 491
Longview, Washington

State Highway Commission has today awarded you contract for construction of Barkley Springs-Algoma Project at your offer submitted February 6, subject to condition that you do not enter railroad company property until you have executed agreement with railroad company and have furnished railroad company insurance as required by contract provisions. Contract forms will be forwarded you shortly for execution.

H. B. Glaisyer, Secretary
Oregon State Highway Commission

RECEIVED
FEB 14 1950
FOR FILING

WEST COAST TELEPHONE COMPANY
GENERAL OFFICES · EVERETT, WASHINGTON

Lakeview, Ore.
February 8, 1950

[illegible]
15[illegible]
1632

Mr. J.G. Toole, Engineer
Ore. State Highway Dept.
IIII Wallnut Street, Klamath Falls, Ore.

Crescent [illegible]

Dear Mr. Toole:

In reply to the copy of Mr. W.C. Williams letter that you gave to me on Feb. 7th, regarding telephone lines to be moved along the Barclay Springs-Algoma section due to new Highway construction work. We have sent into our Everett office an estimate of the cost of moving the poles and wires and to take care of that section with duplex wire as you suggested. And regarding private right of way. I am under the opinion that we do not have any private right of way along that section, that we have a permit to construct a telephone line along the State Highway under the name of The Klamath Tel. & Tel. Co. issued in year 1928, but unable to find it at this time.

However if something should come up later regarding reinbursements I am sure we can get togeather on a settlement that will be satisfactory to both parties.

NOTED
W. C. WILLIAMS

Very truly yours,

A.M. Denio, Dist. Mgr.

West Coast Telephone Co.

A. M. Denio

R[illegible]
23 10 1950
FOR FILING

1-d

Incidental Costs

Barclay Springs-Algoma Section

Item (1).	Easements	$2,000
Item (2).	Move Three Garage Buildings	500
Item (3).	Inspector, Watchman and Flagman Services	25,000
Item (4).	Removal of Spur Track at Algoma Station	500
Item (5).	Relocation of Existing Railroad Fences (Right of Way)	2,000
Item (6).	Preservation of Railroad Embankment, Roadbed Etc.	-----
Item (7).	Access Roadways at Ouxy	500
Item (8).	Shifting and Reconstruction of Western Union and Railroad Telegraph Facilities	11,500
Item (9).	Protection of Railroad's Signal Line Etc.	7,000
Item (10).	Eliminate Standing Water Between Fills	1,000
		$50,000

33,920
11 420
45,340

RECEIVED
APR 1[illegible] 1950
FOR FILING

February 3, 1950

REFERRED TO
Probert
By Asst. Chief Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Enclosed are approved copies of the plans and proposal, including special provisions for Oregon F-26(8), Barkley Springs-Algoma Section of The Dalles-California Highway.

Very truly yours,

W. H. LYNCH
Division Engineer

Encls.

RECEIVED
APR 1 - 1950
FOR FILING

FORM E-30X 15M 6-48 32303

F [illegible](2)

3289

AGENDA
FEB 6 - 1950

1-2

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 31, 1950

SUBJECT: File 8643-A

To: Mr. H. B. Glaisyer
Secretary

OFFICE

Dear Mr. Glaisyer:

Will you please place on the agenda for the next meeting the matter of Easement Agreement with Southern Pacific Company right of way on the Barclay Springs-Algoma Section of The Dalles-California Highway on which bids are to be received at that time. Also, the matter of Agreement with The Western Union Telegraph Company covering the temporary removal and the reinstallation of Western Union facilities.

I believe that Mr. Williams or Mr. Baldock propose to make a report to the Highway Commission covering the expenditures from State funds required under both the Southern Pacific Company Easement and the Western Union Agreement.

Very truly yours,

J. N. DEVERS

By J.W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:ms

cc: Mr. W. C. Williams

Mr. J. M. Devers

R.E.

C O P Y

1-d

Algoma-Ouxy-5
January 18, 1950

Mr. J. A. Lathrop, Portland (2)

Your wire A-11, January 17, - Algoma-Ouxy-Highway Relocation:

In accordance with your request, following is estimate of expenses recollectible from the State as shown on Form 30 AGM-8069-A.

Estimated Cost - Work to be performed by Railroad

			Labor	Material
Mos.	12	Assistant Engineer	$ 6,285.00	$
Mos.	12	Two Engineering Inspectors	10,528.00	
Da.	22	Signal Maintainer	304.00	
Mos.	9	Four Flagmen	7,812.00	
		Transportation & Personal expenses		1,500.00
Ea.	2	Indicators	200.00	300.00
Ea.	3	Telephones & Circuits	200.00	300.00
		Retire portion of Railroad Spur	175.00	
		Cut back freight house platform	200.00	50.00
		Move Gang	75.00	
		Flagging Equipment		800.00
		Vacation Allowance	774.00	
		R.R. Ret & Unempl. Insurance		1,593.00
		P.L. & P.D. Insurance		1,062.00
		Handling Material		148.00
		Accounting	1,327.00	287.00
		Totals	27,880.00	6,040.00
		Estimated Total Cost		$33,920.00

The above does not include relocation of Western Union line estimated to cost $12,695.00, nor the cost of relocating lessees' improvements under Hagelstein & Saunders and Scott Warren leases at Algoma, if such relocation is necessary.

/t/ M. JOHNSON

cc: Mr. J. A. McKinnon, Dunsmuir
See my wires January 12 and 17, also Lathrop's wires January 11 and 17th, and advise by wire as to relocation of lessees' improvements at Algoma.

cc: Mr. E.E. Mayo, Bldg.

R.E.

C
O
P
Y

THE WESTERN UNION TELEGRAPH COMPANY
Pacific Division
San Francisco, California

January 4, 1950

ESTIMATES - P.D. - 606-49 (1935)

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. W. C. Williams

Dear Sir:

Please refer to our exchange of telegrams and your letter of November 21, 1949, wherein you advise blasting will not occur between MP 437+13 and MP 438+3.

The estimate has been revised to start the temporary and permanent work at MP 438+3. Attached are five copies each of six revised field sheets and of a revised sketch of the work.

The revised estimate of the cost of this work follows:

	Temp.	Perm.	Total
Labor	$3,564.00	$3,414.00	$ 6,978.00
Material	1,912.00	476.00	2,388.00
Other Disbursements	450.00	450.00	900.00
Soc. Sec. & Unemp.Ins. Tax	125.00	119.00	244.00
Pensions and other benefits, group ins., vacation pay and holiday excused time	395.00	378.00	773.00
Workmen's Comp. Benefits	107.00	102.00	209.00
P.L. and P.D.	36.00	34.00	70.00
Supply Expense on Material	96.00	24.00	120.00
Transportation on Material	844.00	152.00	996.00
Gross Cost	7,529.00	5,149.00	12,678.00
Total Credits	1,158.00	100.00	1,258.00
Net Cost	$6,371.00	$5,049.00	$11,420.00

If the revised plan and costs are satisfactory to the State, kindly furnish an agreement to cover the work and advise the probable date we will be required to have the pole line and wires in the clear.

Yours very truly,

/s/ C. P. Norton
Area Superintendent
Plant and Engineering

GWK:SG
GWS

Att.

RECEIVED

FOR FILING

Mr. W. C. Williams

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

January 31, 1950

Mr. James A. Lathrop
Land and Tax Agent
Southern Pacific Company
702 Pacific Building
Portland 4, Oregon

W. C. WILLIAMS

Re: File 8643-A

Dear Mr. Lathrop:

This is to advise you that the form of Easement Agreement on the Barclay Springs-Algoma Section of The Dalles-California Highway, transmitted to this office with your communication of January 13th, has been given approval of this office as to general form, subject to the corrections or revisions which previously have been taken up and subject also, of course, to the final approval of the State Highway Commission as to the expenditures involved.

A recapitulation of the changes or revisions which have been discussed and have met with the approval of this office are as follows:

1. Numbered paragraph 6 on Page 3. On January 16th you were advised that the three garages have been moved and are not now on the ground. It would seem, therefore, that this paragraph might be deleted.

2. Numbered paragraph 11 on Pages 3 and 4. The estimate of cost has been revised by letter dated January 4, 1950, from Mr. C. P. Norton of the Western Union Telegraph Company to Mr. R. H. Baldock, giving an estimated cost of $6,371.00 for temporary work and $5,049.00 for permanent work, or a total of $11,420.00. I verbally advised Mr. Sites of your office regarding this on January 23rd.

3. In your letter of January 23rd you wrote transmitting a copy of communication to you from Mr. M. Johnson which made mention of certain leases at Algoma. I am advised that the work necessary to be done has been covered by separate settlements with the lessees and that the moving work required has been provided for in the construction specifications. It, therefore, will be satisfactory to include a clause under which the State assumes responsibility for the work. This matter was mentioned in my letter to you of January 26th.

Page 2
Mr. James A. Lathrop
January 31, 1950

File 8643-A

In your communication of the 23rd you made mention of a general provision providing that the State would assume responsibility for damages to adjacent property of lessees or adjacent railroad properties. In my letter of the 26th to you I quoted a clause which has been included in a separate agreement prepared for execution by The Western Union Telegraph Company and advised that it would be satisfactory to include a similar clause in the easement agreement. The clause itself is the standard form which has been used for many years past.

I also mentioned to Mr. Sites, while in your office on the 23rd, that the special provisions on which bids are being received for the project contains a provision to the effect that the contractor shall furnish to Southern Pacific Company and The Western Union Telegraph Company, Property Damage insurance in the amount of $100,000/$200,000 and Public Liability insurance in the amount of $200,000/$400,000. This is an item which had not been mentioned in prior correspondence nor did it appear in the proposed draft of easement sent to us.

It is hoped that with this communication the final preparation of the instrument may now proceed promptly and that it will be submitted to us in final form at an early date. Any assistance which you can give in furthering this end will be very much appreciated. You will note that I am sending a carbon copy of this letter to Mr. Frank McColloch so that he will be fully advised regarding the situation.

Very truly yours,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Counsel

JWD:ms

cc: Mr. Frank McColloch
Southern Pacific Company
Pacific Building
Portland, Oregon

Mr. W. C. Williams ✓
Mr. J. M. Devers

Mr. Williams:

Mr. Denio did not receive your letter and I have furnished him a copy to avoid further delay.

February 9, 1950

RECEIVED
JAN 27 1950
FOR FILING

#44

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

January 26, 1950

NOTED
W. C. WILLIAMS

The Western Union Telegraph Company
Pacific Division
San Francisco, California

Re: File 15977

Attention: Mr. C. P. Norton
Division Plant Supt.

Dear Mr. Norton:

Herewith I hand you original and one copy of proposed agreement between the State of Oregon, by and through its State Highway Commission, and The Western Union Telegraph Company, covering temporary and permanent telegraph line revisions on the Barclay Springs-Algoma Section of The Dalles-California Highway in Klamath County, your File P.D. - 606-49 (1935). This agreement has been prepared in accordance with the request contained in the last paragraph of your letter to Mr. R. H. Baldock, dated January 4th.

If found satisfactory as to form, it is requested that both copies be executed by The Western Union Telegraph Company and returned to the writer as promptly as possible so that they may be presented to the State Highway Commission for execution by the Commission at the next meeting which is scheduled to be held on February 6th and 7th. After execution by the Highway Commission, one complete copy will be forwarded to you.

The project is being advertised for bids to be received on February 6th and if a satisfactory bid is received and all incidental matters have been taken care of, it is expected that an award of contract will be made promptly by the State Highway Commission. Just how soon the contractor will be on the project and working in this particular area after the award is made is something on which definite information can not be given at this time but it is not likely that there will be too much delay. I anticipate that you will be advised further by the Commission's engineers as to just when the contractor may be expected to begin operations.

Very truly yours,

J. M. DEVERS
By

J. W. DeSOUZA
Assistant Counsel

JWD:ms
Enc. (2)
cc: Mr. W. C. Williams ✓
Mr. H. G. Smith

RECEIVED
FEB 3 1950
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 25, 1950

SUBJECT: Files 8643-A
14413

To: Mr. R. G. Smith
Construction Engineer

OFFICE

NOTED
W. C. WILLIAMS

Dear Mr. Smith:

On January 16th, at your request, I wrote to Mr. Lathrop asking for estimates of cost of work to be done by Railroad Company on the Barclay Springs-Algoma Section of The Dalles-California Highway, in Klamath County.

I am now in receipt of copy of letter written by Mr. M. Johnson to Mr. James A. Lathrop, dated January 18th, a copy of which is attached hereto for your information.

The estimated cost of The Western Union work now has been revised to $11,420.00 and Mr. Lathrop's office has been advised of this revision. Also the matter of the leases is being checked for reply to Southern Pacific Company.

Very truly yours,

J. M. DEVERS

By
J. W. DeSOUZA
Assistant Counsel

JWD:ms
Enc.

cc: Mr. W. C. Williams ✓

RECEIVED
FOR FILING

OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
~~PUBLIC ROADS ADMINISTRATION~~
~~FEDERAL WORKS AGENCY~~
DIVISION EIGHT

P. O. BOX [illegible]
PORTLAND 8, OREGON

January 23, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project No. F-26(8), Barkley Springs - Algoma Section of The Dalles-California Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Concurrence in award will be withheld pending advice that all right of way or rights of entry have been obtained.

Please submit copies of the executed railroad easement.

As the Algoma connecting road is non-participating, please eliminate the quantities involved from the agreement estimate and submit a revised summary sheet.

It is noted that the range number 7 is shown incorrectly on plan sheets 12, 12A, 13 and 14. It should be range 8. Please correct your copies. Title sheet wrong should be 8 & 7 Range, Original corrected 30 Jan 1949

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

RECEIVED
JAN 25 1950
FOR FILING

File

January 23, 1950

Mr. T. H. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

With reference to level grades on the Algoma-Barclay Springs Section of The Dalles-California Highway, which you feel might not provide adequate drainage, we have the following comments:

In the first instance there is a wide ditch section through these cuts and the material is quite porous, so that there has never been any evidence of standing water, or so we are informed by the engineer in the field. However, as we do have this large ditch section, it will be possible to incorporate in the construction a slight grade to the ditch, which may be done by decreasing the depth of the ditch at points midway between culverts, at the same time deepening the ditches slightly at culvert points, so that there will be a gradient sufficient to carry such waters as may reach the ditch to the culverts.

The number of culverts has been somewhat limited, due to the fact that the railroad would not permit the installation of culverts except at points where there are culverts under the railroad. The railroad culverts have proved to be adequate in number, which is sufficient evidence that additional culverts are not required.

We will take care of the above drainage during construction. I understand that this will clear up any questions pertaining to the Algoma-Barclay Springs project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:[illegible]

cc Mr. S. H. Probert
Mr. H. G. Smith

RECEIVED
JAN 20 1950
FOR FILING

January 18, 1950

West Coast Telephone Co.
Klamath Falls
Oregon

Dear Sir:

I am forwarding under separate cover our plans for the Barclay Springs-Algoma Section which will be contracted for at the February meeting of the commission. This relocation has, I believe, been discussed with you by our Resident Engineer, Mr. J. G. Toole, but we have received no word from you concerning your schedule or plan of replacement.

Our map indicates the major movement to be from Barclay Springs to Ouxy, and it indicates that the majority of poles are on the highway Right of Way. It is our practice to reimburse for only those poles located on private Right of Way. Where a line is both on public and private Right of Way we prorate the cost in the ratio of pole location. Will you kindly inspect our plans on the ground with Mr. Toole to determine the number of poles on public and private Right of Way, arrange for a schedule of rebuilding to avoid interference with the contractor's operation and furnish us with an estimate of the cost for that portion on owned or leased Right of Way.

Very truly yours,

R. H. Baldock
State Highway Engineer

By:

W. C. Williams
Assistant State Highway Engineer

cc: H. G. Smith
W. E. Chandler
J. G. Toole

RECEIVED
FOR FILING

File

January 18, 1950

California Oregon Power Co.
Klamath Falls
Oregon

Attention: Mr. S. L. Ritchie

Dear Sirs:

I am forwarding under separate cover our plans for the Barclay Springs-Algoma Section which we will advertise for bids at the February 6 meeting of the commission. This relocation will require the movement of about two miles of your line between Barclay Springs and Cuny and perhaps some isolated poles near Algoma. The contractor will probably start work about March 1st if we are successful in letting the contract.

Will you make necessary arrangement for the moving of this line so as to avoid delay to the contractor? Reimbursement for poles on private Right of Way will be made in the usual manner.

I will appreciate if if you will examine the situation with our engineer, Mr. J. G. Toole, and furnish us with an estimate of cost together with a schedule giving the estimated time to rebuild.

Very truly yours,

R. H. Baldock
State Highway Engineer

By:

W. C. Williams
Assistant State Highway Engineer

cc: H. G. Smith

RECEIVED
JAN 17 1950
FOR FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

January 16, 1950

NOTE
W. C. WILLIAM

Mr. James A. Lathrop
Tax and Right of Way Agent
Southern Pacific Company
702 Pacific Building
Portland 4, Oregon

Re: Our File 8643-A
14413
Your File 2415

Dear Mr. Lathrop:

Receipt is acknowledged of copy of your letter of the 9th to Mr. Johnson, a copy of which was sent to me together with proposed draft of easement agreement on the Barclay Springs-Algoma Section of The Dalles-California Highway in Klamath County. Please accept the appreciation of all of us for the efforts of yourself and Mr. McColloch in expediting this matter.

I also am in receipt of your letter of the 13th on the same project regarding the situation on Parcel #2. I have checked and found that we are purchasing the improvements on the Uhrmann property although payment has not yet been completed. Mr. William Witt, Right of Way Agent, who handled the negotiations, advises me that the structure has been vacant for some time so that the notice to vacate mentioned in paragraph 3 on page 2 of the easement apparently is not necessary. Mr. Witt also advises that the three garages mentioned in paragraph 6 on page 3 have been removed and are not now on the ground. The obligation imposed on the State with regard thereto probably is harmless but if not too inconvenient, it seems as though it might be eliminated from the instrument.

The easement has been checked by Mr. Devers and, in general, is approved as to form but some questions have arisen as to the amount of the expenditures for which the Commission will be obligating itself. Mr. H. G. Smith, Construction Engineer, has prepared some preliminary estimates but he states that he understands that estimates of cost of the various items were submitted by Southern Pacific Company's engineers to San Francisco and he has asked me to see whether copies of these estimates can be secured for checking against his estimates of cost. Anything which you can do to further this will be very much appreciated.

Very truly yours,

J. M. DEVERS
By

J. W. DeSOUZA
Assistant Counsel

JWD:ms
cc: Mr. W. C. Williams ✓
Mr. S. H. Probert

RECEIVED
JAN 27 1950
FOR FILING

THE WESTERN UNION TELEGRAPH COMPANY
PACIFIC DIVISION
SAN FRANCISCO CAL.

C. P. NORTON
DIVISION PLANT SUPERINTENDENT

January 4, 1950

15777

ESTIMATES - P.D. - 606-49 (1935)

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

1527
1638

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Attention: Mr. W.C. Williams

Dear Sir:

Please refer to our exchange of telegrams and your letter of November 21, 1949, wherein you advise blasting will not occur between MP 437+33 and MP 438+3.

The estimate has been revised to start the temporary and permanent work at MP 438+3. Attached are five copies each of six revised field sheets and of a revised sketch of the work.

The revised estimate of the cost of this work follows:

	Temp.	Perm.	Total
Labor	$3564	3414	6978
Material	1912	476	2388
Other Disbursements	450	450	900
Soc. Sec. & Unemp. Ins. Taxes	125	119	244
Pensions and other benefits, group ins., vacation pay and holiday excused time	395	378	773
Workmen's Comp. Benefits	107	102	209
P.L. and P.D.	36	34	70
Supply Expense on Material	96	24	120
Transportation on Material	844	152	996
Gross Cost	7529	5149	12678
Total Credits	1158	100	1258
Net Cost	$6371	$5049	$11420

NOTED
W. C. WILLIAMS

If the revised plan and costs are satisfactory to the state, kindly furnish an agreement to cover the work and advise the probable date we will be required to have the pole line and wires in the clear.

Yours very truly,

C P Norton
Area Superintendent
Plant and Engineering

L GWK:SG
GWS

Att.

RE
JAN 9 1950
STAT

ASSIGNMENT

Date: 1-10-50

No. [illegible]

By

1527

Description: Letter of 1-[illegible]-50 from Western Union Telegraph Co. re blasting and furnishing revised estimate of cost (Black Butte-Springfield Jct. Line)

Acknowledged by _____ Referred to E. G. Smith

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for signature
xx For inclusion in project authorization and forwarding to DeSouza for incorporation in agreement form. - - - WCW

Assignment executed ______ Report received ______

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

ASSIGNMENT

No. 1527 HCW

DESCRIPT N: P. Norton's letter of 11- -49 giving estimate of cost and enclosing six field sheets and sketch (Black Butte-Springfield Jct. Line)

DATE: 11-14-49

ASSIGNED TO: H. G. Smith ✓

- ☒ Investigation and report to this office
- ☐ Reply direct with copy to this office
- ☐ Return with drafted reply
- ☐ Comment or recommendation and return to this office
- ☐ Investigation and such action as is necessary
- ☐ Please prepare reply for my signature
- ☐ Assignment executed Date ________
- ☐ ________

REPORT RECEIVED: 11-16-49 mc

REMARKS:

PLEASE ~~RETURN TO~~
W. C. WILLIAMS
FOR FILING

THE WESTERN UNION TELEGRAPH COMPANY
PACIFIC DIVISION
SAN FRANCISCO CAL.

C. P. NORTON
DIVISION PLANT SUPERINTENDENT

November 4, 1949

ESTIMATES - P.D. - 606-49 (1935)

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. W.C. Williams

On October 7, our Mr. Kirkup covered the ground with your Mr. Toole at Algoma, Oregon, and prepared a plan for both temporary and permanent line changes necessary to clear the proposed highway work where the Southern Pacific Company is to convey property to the State of Oregon, as outlined on Shasta Division Drawing AGM 8069, sheet 1, revised August, 1949.

The proposed work is outlined on a sketch dated October 13, 1949.

The details of the proposed work are shown on six field sheets, three marked "temporary work" and three marked "permanent work." Five copies of the sketch and of each of the field sheets are attached.

The estimated cost of this work is as follows:

	Temp.	Perm.	Total
Labor	$4227	3732	7959
Material	2309	476	2785
Other Disbursements	490	450	940
Soc. Sec. & Unemp. Ins. Taxes	148	131	279
Pensions and Other Benefits, Group Ins., Vacation Pay and Holiday Excused Time	468	414	882
Workman's Comp. Benefits	127	112	239
P.L. & P.D.	42	37	79
Supply Expense on Material	115	24	139
Transportation on Material	844	152	996
Gross Cost	$8770	5528	14298
Total Credits	-1510	- 93	- 1603
Net Cost	$7260	5435	12695

NOTED
W. C. WILLIAMS

Approved

If the plan of work and estimated cost is satisfactory to the state, please let us have an agreement to cover the work and advise the approximate date on which it will be necessary for us to have the temporary plant installed and the present pole line and wires out of the way.

Yours very truly,

C P Norton
Area Superintendent
Plant and Engineering

LJPL:SG
GWS

Att.

RECEIVED
STATE HIGHWAY COMMISSION

RECEIVED

FOR FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

Dec. 30, 1949

163 W.
1598 W

Mr. W. C. Williams
Assistant State Highway Engineer
Office

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Dear Mr. Williams:

I am attaching a copy of a contract which has to do with the elimination of some right of way, which elimination results from a relocation of a portion of The Dalles-California Highway. This contract was prepared from data furnished by Mr. Libby, and if you find it correctly reflects the facts, I suggest that it be sent through the proper channels to be executed by the County. You will note that only two maps are attached. The other copies are incomplete as to that item. I have made the addition you requested.

Yours very truly,

J M Devers

J. M. DEVERS

JMD:FRC

NOTED
J. W. CATTRALL

Ok 1/6 1950
H W Libby

NOTED
W. C. WILLIAMS

1-6-50

ASSIGNMENT

No. 1632
By

Description: Mr. Devers' letter of 12-30-49 attaching copy of contract regarding elimination of R/W resulting from relocation of portion of The Dalles-California Highway

Acknowleuged by _____ Referred to Cattrall ✓

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for Execution by County signature

Assignment executed ______ Report received ______

Remarks:

Agreements forwarded to Williams by letter dtd 11/23/50

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

RECEIVED
DEC 23 1949
FOR FILING

AGENDA ITEM 5-b
NOV. 7-8, 1949

November 17, 1949

Klamath County Court
Courthouse
Klamath Falls, Oregon

Gentlemen:

The State Highway Commission at its meeting on November 7, 1949, had under consideration the matter of designating the Crescent Lake County Road, 2.4 miles in length, a state secondary highway, and your proposal to take over and assume jurisdiction and control of a 3.9 mile section of the existing The Dalles-California Highway between Barclay Springs and Algoma, which it is proposed to replace by a new highway between these points.

I am pleased to inform you that the Commission indicated a favorable attitude toward such exchange of roads when the revision of The Dalles-California Highway between Barclay Springs and Algoma has been completed.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ts

RECEIVED
NOV 18 1949
FOR FILING

File

Salem, Oregon
November 17, 1949

Cross Referenced To:
Const
Klw
Co Roads

Mr. E. A. Collier

On November 8, the Highway Commission approved the recommendations of the Chief Engineer to the effect that upon the completion of the Barclay Springs-Algoma Section of The Dalles-California Highway we would abandon that 3.9-mile section, which would be accepted by the County and maintained as a county road. In lieu of this abandonment, the Highway Commission agreed to take over the Crescent Lake Road, 2.4 miles in length, as a secondary highway. The official exchange is to be made upon the completion of The Dalles-California Highway.

In the meantime, the Commission authorized us to maintain the Crescent Lake Road at the expense of the County.

W. W. Stiffler

WWS:er

RECEIVED
NOV 17 1949
FOR FILING

Salem, Oregon
November 16, 1949

Mr. John W. Cattrall

At its last meeting, the Highway Commission approved an exchange of roads in Klamath County wherein Klamath County will take over the old section of The Dalles-California Highway between Barclay Springs and Algoma at such time as the new highway section is completed and opened to traffic.

At that time the State, in turn, will take over as a secondary state highway the existing county road extending from the Willamette Highway to Crescent lake, a distance of approximately 2.4 miles.

The necessary procedure should be undertaken for the establishment of the Crescent Lake Road as a state secondary and for preparation of the necessary agreement for abandonment of the Barclay Springs-Algoma Section of the old The Dalles-California Highway.

W. C. Williams

WCW:me

cc Mr. H. W. Libby

RECEIVED
NOV 17 1949
FOR FILING

Salem, Oregon
November 16, 1949

Mr. J. M. Devers

In order to construct the Barclay Springs-Algoma Section of The Dalles-California Highway in Klamath County, it is necessary to purchase property from the Southern Pacific Company. Negotiations for this are underway, and we apparently are near an agreement.

Purchase of the property from the Southern Pacific Company will involve moving and reconstructing a considerable amount of the Western Union Company's telegraph lines, the estimated cost of the work to the State being $12,695. I attach hereto a letter from the Telegraph Company together with four copies each of six field sheets covering the proposed work, a part of which is temporary and a part of which is permanent. Will you please have prepared a form of agreement to be entered into between the State Highway Commission and the Western Union Telegraph Company. Possibly it should be a three-way agreement, in which the Southern Pacific Company should be a party, as the Western Union Company's lines are on property now owned by the Southern Pacific Company and will be moved onto Southern Pacific Company property.

If I can furnish you any more information that you may need for preparation of this agreement, I shall be glad to accommodate you.

W. C. Williams

WCW:me

Encl.

RECEIVED
NOV -7 1949
FOR FILING

November 1, 1949

Oregon State Highway Commission

Gentlemen:

At the last meeting, you considered an exchange of roads in Klamath County, such exchange involving the State's taking over the Crescent Lake Road, 2.4 miles in length, and the County's taking over a 3.9-mile section of the existing The Dalles-California Highway, which will be replaced by a new highway when the Barclay Springs-Algoma Section is completed. The County has already taken over a 4.8-mile section of the old The Dalles-California Highway, which, added to the 3.9-mile section now under consideration, makes a total of 8.7 miles.

We will soon be ready to call for bids on the Barclay Springs-Algoma Section, and the matter of maintaining the old highway must be determined in advance. I am still of the opinion that the exchange as suggested would not be unfair to the State, and I recommend the exchange. If you do not approve the exchange, it will be necessary that we continue to maintain the old The Dalles-California Highway as well as the new between Barclay Springs and Algoma.

This matter will be on the next agenda for your further consideration.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me

RECEIVED
[illegible]
FOR FILING

September 23, 1949

1405

Mr. C. P. Morton
Division Plant and Engineering Superintendent
Western Union Telegraph Company
San Francisco, California

Dear Sir:

I know of no reason you should feel that changes in plans will affect the telegraph line between Algoma and Chiloquin more than was planned on January 6, 1947, as we asked for practically no additional encroachments. However, Mr. J. G. Toole, Resident Engineer, is available at our office in Klamath Falls, and will be glad to go over the matter in detail with your inspector.

I would appreciate it very much if this could be done as soon as possible, as we expect to start work in the immediate future.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc: W. C. Williams
H. G. Smith
W. E. Chandler
J. G. Toole

ASSIGNMENT

No. *1405*

DESCRIPTION: **Letter re Pole [illegible] and Wires, Changes, SP Co. Algoma-Ouxy - Dated Sept. 21, 1949**

DATE: **Sept. 23, 1949** ASSIGNED TO: **H. G. Smith**

☐ Investigation and report to this office
☐ Reply direct with copy to this office
☐ Return with drafted reply
☒ Comment or recommendation and return to this office
☐ Investigation and such action as is necessary
☐ Please prepare reply for my signature
☐ Assignment executed Date________________

☐ ________________________________

REPORT RECEIVED: [illegible]

REMARKS:

THE WESTERN UNION TELEGRAPH COMPANY
PACIFIC DIVISION
SAN FRANCISCO CAL.

C. P. NORTON
DIVISION PLANT SUPERINTENDENT

September 21, 1949

POLE LINES AND WIRES - Changes - S.P. Co. - Algoma-Ouxy

Mr. W.C. Williams
Assistant State Highway Engineer
Salem, Oregon

Dear Sir:

We have received a copy of the Southern Pacific Company's Shasta Division Drawing AGM 806[illegible], sheet #1, revised August 14, 1949, showing the property it proposes to convey to the state, together with proposed additional easement.

The changes in plan will affect the telegraph line and more work will be necessary than was planned January 6, 1947 at Klamath Falls when our Mr. Kirkup met with your construction engineer, Mr. H.S. Smith, of Salem, and division engineer, Mr. W.E. Chandler, of Bend, and several representatives of the Southern Pacific Company.

If negotiations have reached the stage where it will be possible for us to plan either temporary or permanent line changes, please send us one copy of prints showing the plan and profile of the proposed highway in the sections where our telegraph line is involved and advise when it will be opportune for your representative to go over the ground with our inspector.

Yours very truly,

C P Norton
Area Superintendent
Plant and Engineering

JFL:SG
GWS

3-d

FORM E-155X 10M 9-49

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

September 15, 1949

Oregon State Highway Commission

Gentlemen:

At the last meeting of the Highway Commission you considered an exchange of roads in Klamath County, such exchange being that the State would take over the Crescent Lake Road, 2.4 miles in length, and Klamath County would take over the Midland Secondary Highway, 5.6 miles in length. The Midland Secondary Highway is a Federal-aid Secondary Highway. You deferred the matter pending determination as to whether the Bureau of Public Roads would concur.

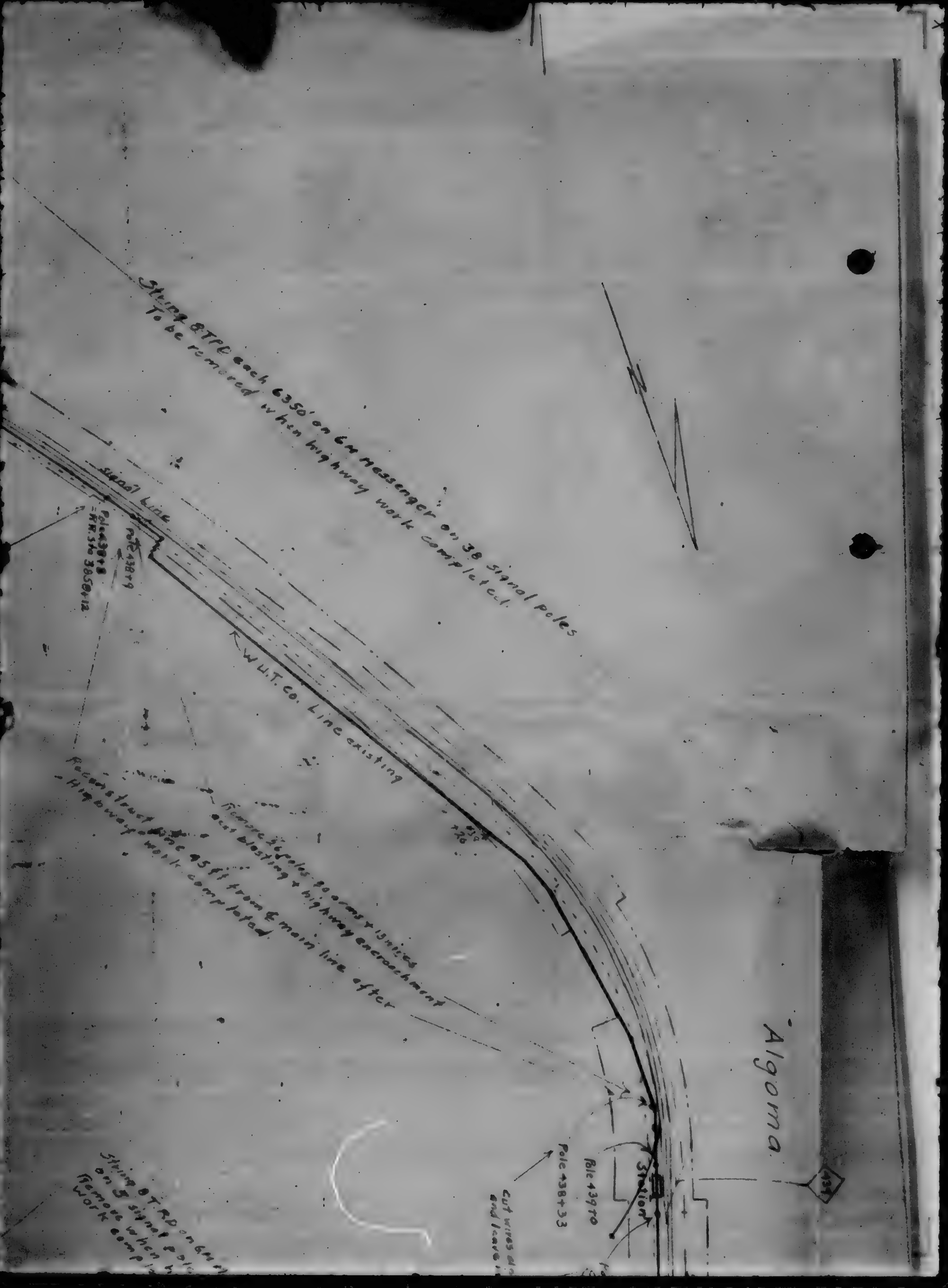
The matter now arises as to whether or not the Klamath County Court will take over a 3.9-mile section of old The Dalles-California Highway when the new section of this highway is constructed between Barclay Springs and Algoma. The County advises that it is willing to take over this 3.9-mile section, which, when added to a 4.8-mile section of the old highway which it has previously taken over, between Algoma and Klamath Falls, makes a total of 8.7 miles. For this the County requests that the Highway Commission take over the Crescent Lake Road, 2.4 miles in length, this exchange to be in lieu of the former proposal to exchange the Midland Road for the Crescent Lake Road. The County is quite desirous of exchanging the Crescent Lake Road, as it is 100 miles from the County's shops, which makes it extremely difficult for the County to maintain the road. I believe the exchange is fair and to the best interests of both the State and Klamath County, and I recommend that the State take over the Crescent Lake Road if the County will agree to take over the additional 3.9-mile section of The Dalles-California Highway when the new route is constructed between Barclay Springs and Algoma.

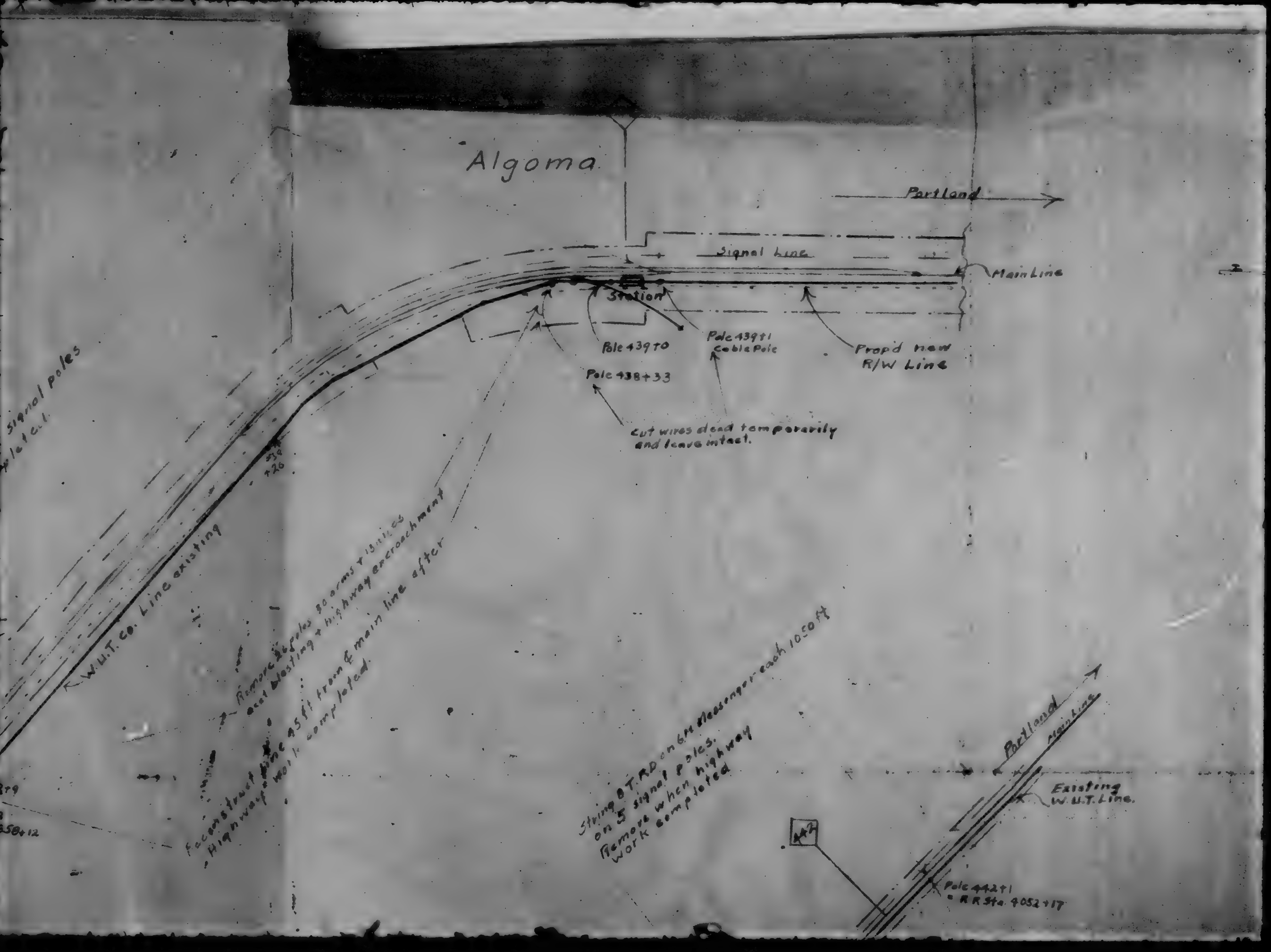
This matter will be on the next agenda.

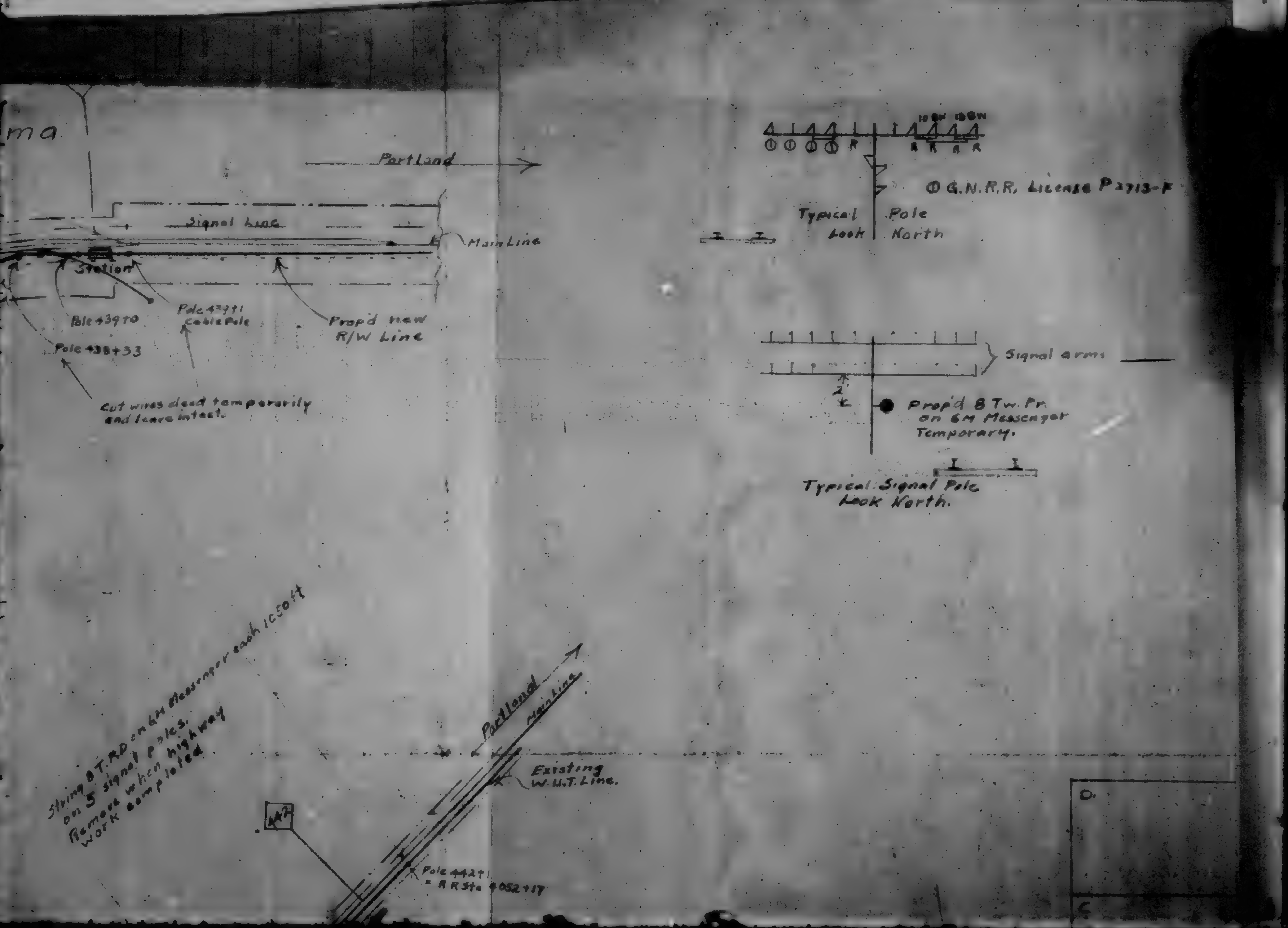
Very truly yours,

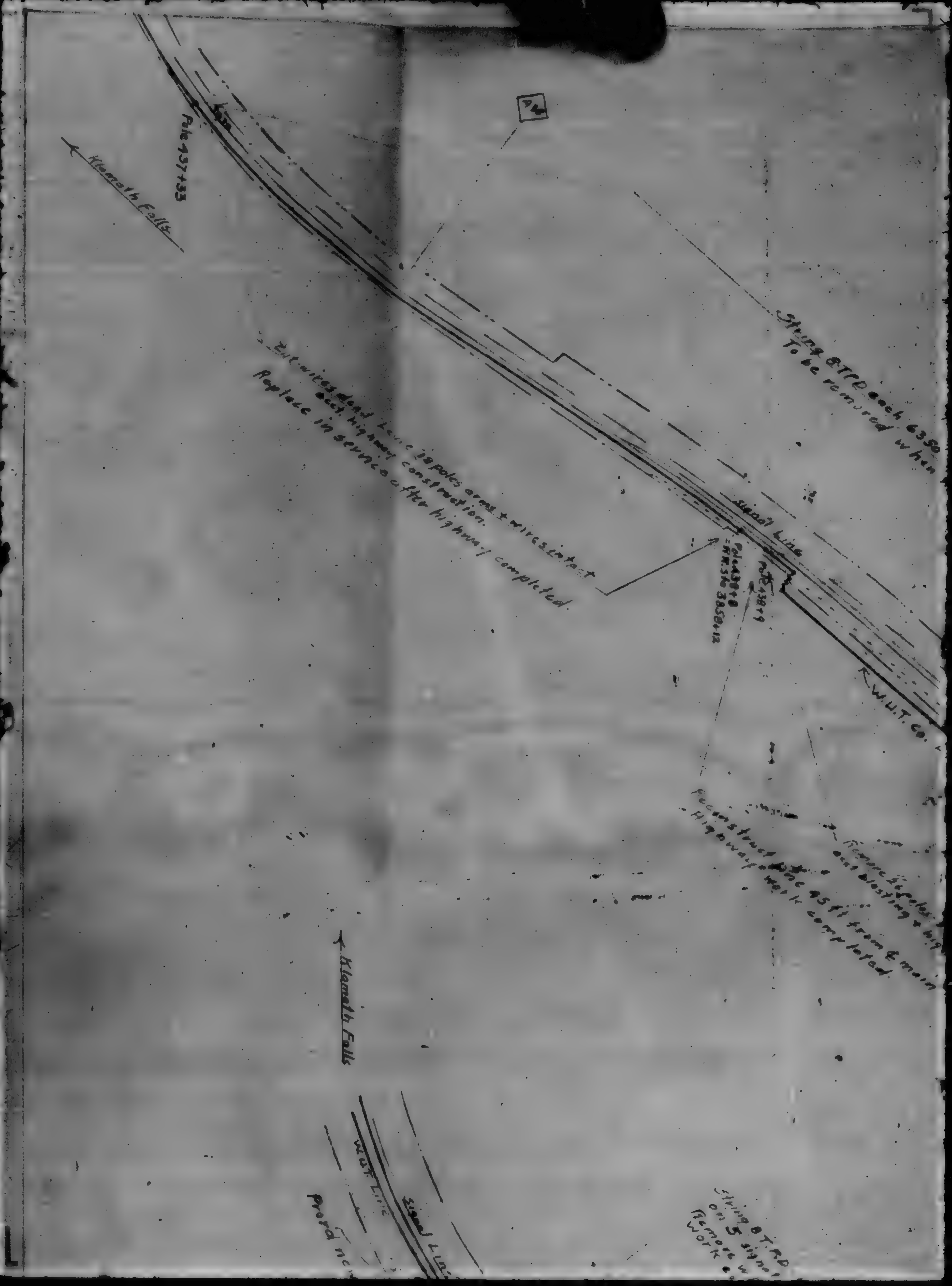
R. H. Baldock
State Highway Engineer

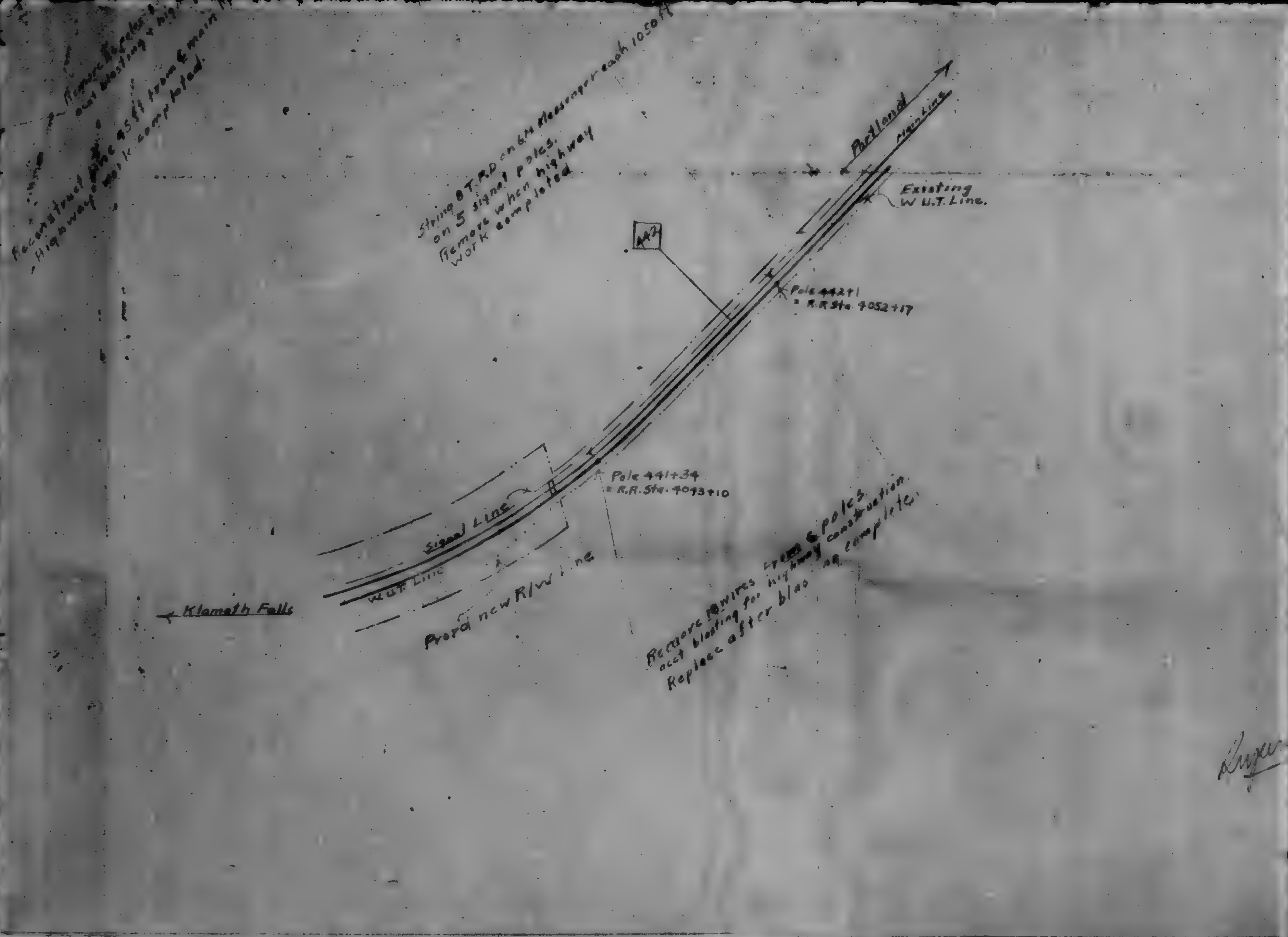
cc Mr. W. C. Williams ✓
Mr. W. W. Stiffler
Mr. E. A. Collier
Mr. John W. Cattrall

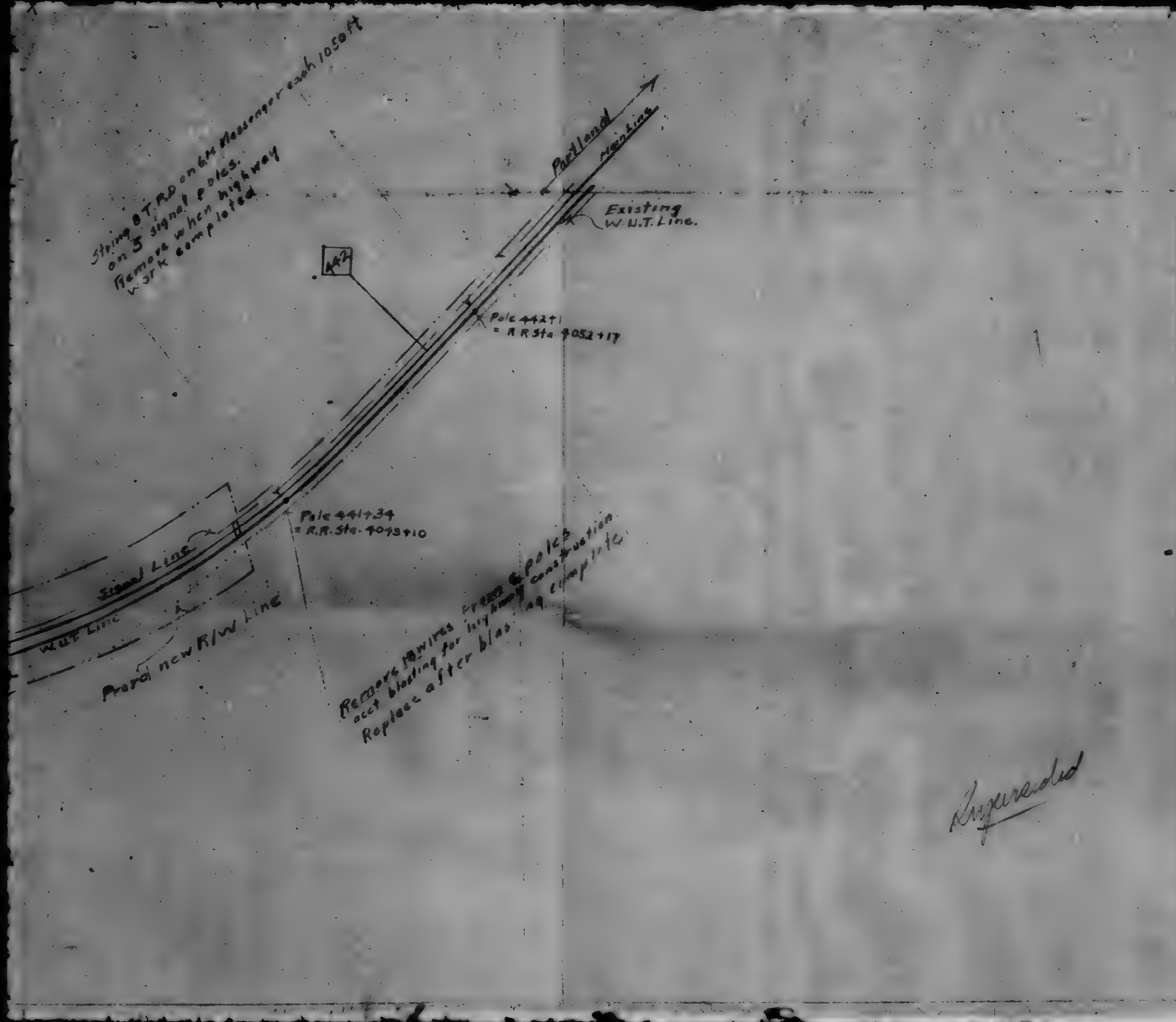

String 8TPC each 6350' on 6M messenger on 38 signal poles
To be removed when highway work completed.
Signal Line
Pole 438+9
Pole 430+10
= R.R. Sta 3850+12
W.U.T. Co. Line existing
Remove 38 poles 80 arms + [illegible]
acct blasting + highway encroachment
Reconstruct line 45 ft from ℄ main line after
Highway work completed.
Algoma
Station
Pole 439+70
Pole 438+33
Cut wires do
and leave i
String 8 T.RD on 6M
on 8 signal pol
Remove when h
work comp
434


Algoma
Portland
Signal Line
Main Line
Station
Pole 439+0
Pole 439+1
Cable Pole
Pole 438+33
Prop'd new R/W Line
cut wires dead temporarily and leave intact.
signal poles
ple te d.
W.U.T. Co. Line existing
534 +26
Remove 26 poles 80 arms + 13 ... acct blasting + highway encroachment
Reconstruct line 45 ft from ℄ main line after Highway work completed.
String B.T. R.D on 6M Messenger each 1050 ft on 5 signal poles. Remove when highway work completed
Portland
Main Line
Existing W.U.T. Line.
Pole 442+1
= R.R. Sta. 4052+17
2+9
558+12


ma
Portland
Signal Line
Main Line
Station
Pole 439+0
Pole 438+33
Pole 43?+91
Cable Pole
Prop'd new
R/W Line
Cut wires dead temporarily and leave intact.
10BW 10BW
R
R R R R
① G.N.R.R. License P3713-F
Typical Pole
Look North
Signal arms
2'
Prop'd 8 Tw. Pr.
on 6M Messenger
Temporary.
Typical Signal Pole
Look North.
String 8 T.P.D on 6M Messenger each 1650 ft
on 5 signal poles.
Remove when highway
work completed
Portland
Main Line
Existing
W.U.T. Line.
Pole 442+1
= RR Sta 4052+17
D
C


A4
Pole 437+33
Klamath Falls
Cut wires dead Leave 19 poles arms + wires intact acct. highway construction. Replace in service after highway completed.
String B.T.R.D. each 6350 To be removed when
Signal Line
Pole 438+8 = R.R.Sta 3850+12
Pole 438+9
W.U.T. Co.
Remove 36 poles acct blasting + hig
Reconstruct line 45 ft from ℄ main Highway work completed.
Klamath Falls
W.U.T. Line
Signal Line
Prov'd ne
String B.T.R.D on 5 signal Remove w work


Remove [illegible] poles [illegible] acct blasting + hig[illegible]
Reconstruct line 45 ft from ℄ main [illegible]
Highway work completed.
String 8 T.R.D. on 6M Messenger each 1050 ft
on 5 signal poles.
Remove when highway
work completed
Portland
Main Line
Existing
W.U.T. Line.
442
Pole 442+1
= R.R. Sta. 4052+17
Pole 441+34
= R.R. Sta. 4093+10
Signal Line
W.U.T. Line
Prop'd new R/W Line
Klamath Falls
Remove wires from poles
acct blasting for highway construction.
Replace after blasting completed.


String 8 T.RD on 6M Messenger each 1050 ft
on 5 signal poles.
Remove when highway
work completed
Portland
Main Line
Existing
W.U.T. Line.
Pole 442+1
= R R Sta. 4052+17
Pole 441+34
= R.R. Sta. 4043+10
Signal Line
W.U.T. Line
Prop'd new R/W Line
Remove wires from poles
acct blasting for highway construction
Replace after blasting completed

Superseded

D

C

B

A 10-13-49

W. U. TEL. CO.

Algoma-
-Ouxy
Ore.

Re-arrangements
acct
Highway
Construction
Est PD 606-49

scale: 1" = 400'

Drawn GWK
Traced —
Checked —
Eng'r'd
Approved

BINDING SPACE

FORM 3203 C

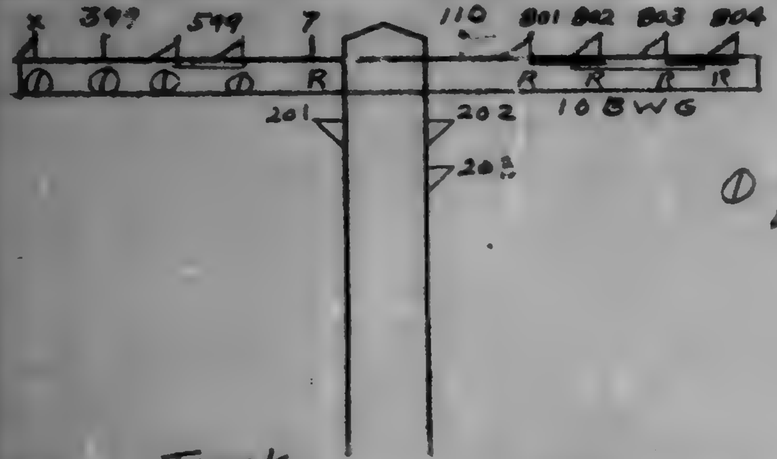
Est PD 606-49

Present + reconstructed Line
BINDING SPACE

FORM 3203 C

437+33 439+1

S.P.R.R. ROUTE FROM 437.83 TO 439-03 NO. 1
Black Butte-Springfield Jct LINE Algoma Ore 1:20 MI.
V.S. Ore
DATE 10-7-49



x
399
599
7
110
801
802
803
804
①
①
①
①
R
R
R
R
R
201
202
203
10 BWG

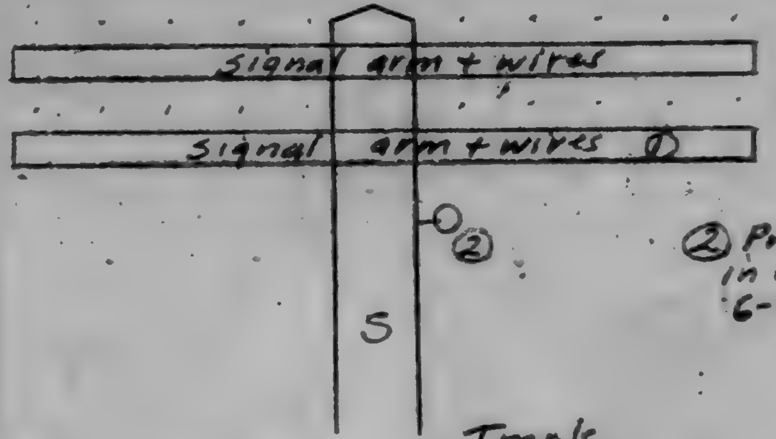
① G.N.R.R.
License P2713F

POLES Track
KIND SR-SC-WC CLASS B-6 AVE. LENGTH 25' NO. PER MILE 40

Proposed Temporary Line
BINDING SPACE

FORM 3203 C

ROUTE FROM TO NO. 1
Same LINE Same 1:20 MI.
DATE 10-7-49



Signal arm + wires
Signal arm + wires ①
②
S

① on 438+3

② Prop'd 8 T.P.D.
in ring run on
6-M Messenger

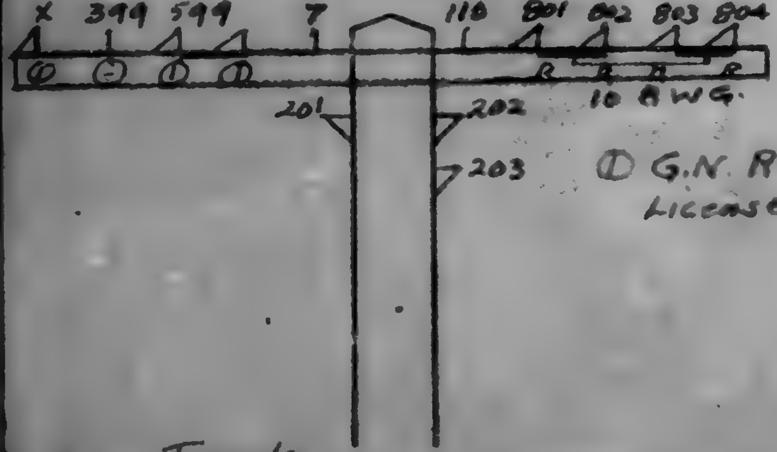
POLES Track
KIND W.C.T. CLASS 6 AVE. LENGTH 20-25 NO. PER MILE 30

Present + reconstructed Line
BINDING SPACE

FORM 3203 C

441+34 442+1

ROUTE FROM 441.86 TO 442.02 NO. 2
Same LINE 3 mile E/O 0.16 MI.
Algoma Ore.
DATE 10-7-49.



x
399
599
7
110
801
802
803
804
①
①
①
①
R
R
R
R
201
202
203
10 AWG.

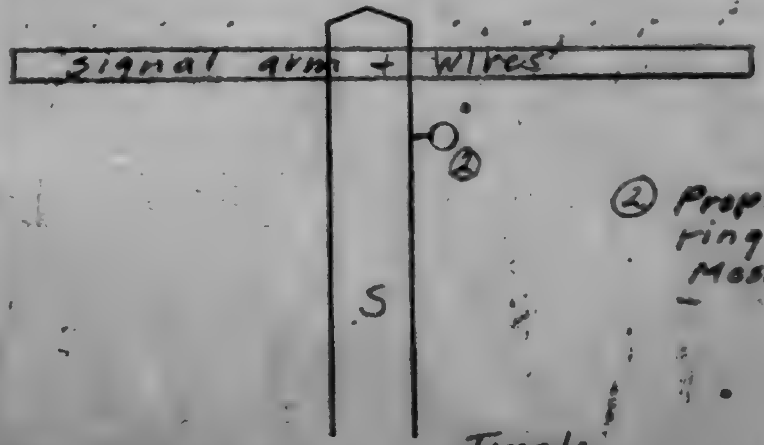
① G.N. Rly.
License P-2713F.

POLES Track
KIND SC-WC CLASS B-4 AVE. LENGTH 25 NO. PER MILE 40

Proposed Temporary Line
BINDING SPACE

FORM 3203 C

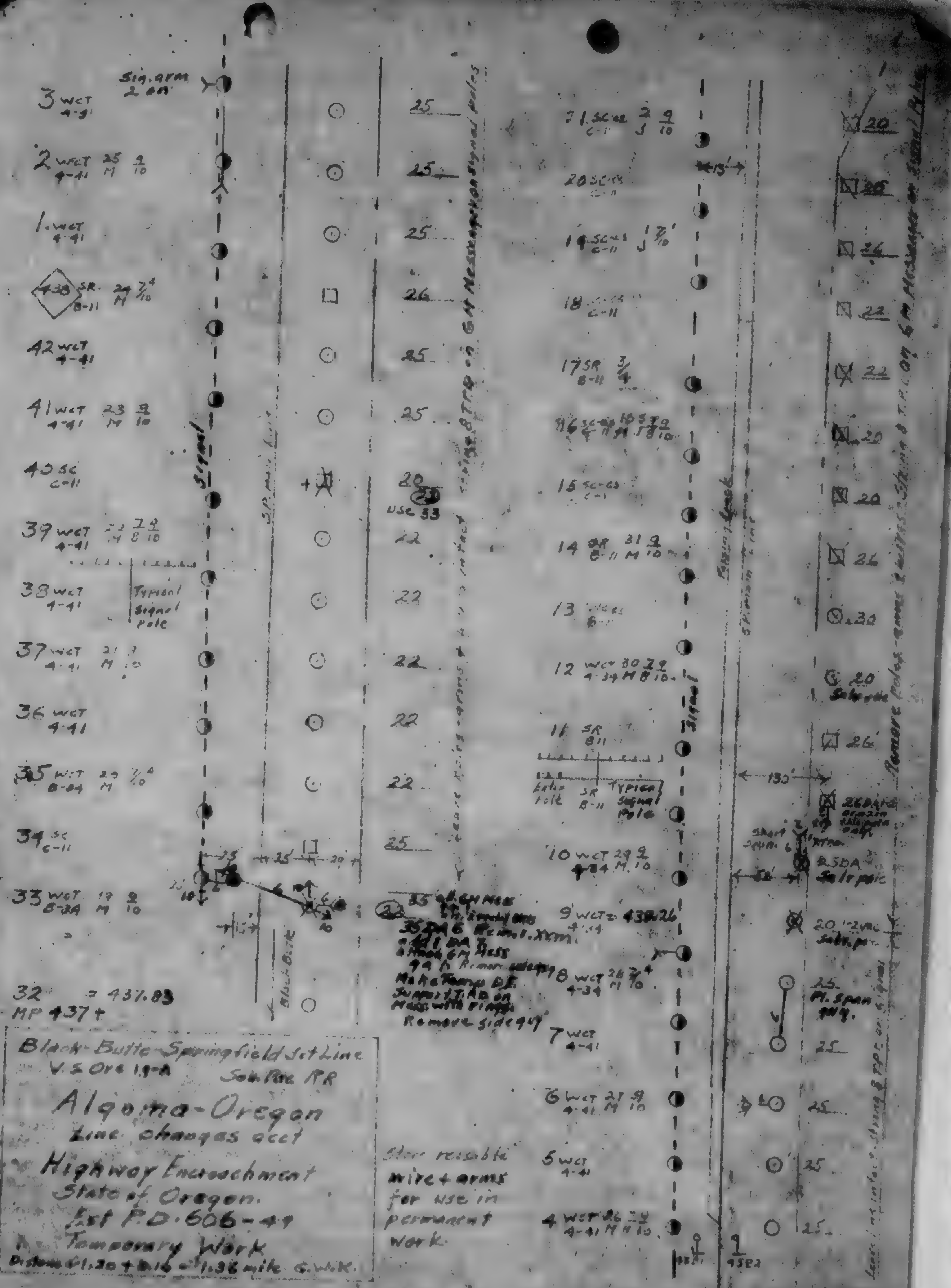
ROUTE FROM TO NO. 2
Same LINE Same 0.16 MI.
DATE 10-7-49



Signal arm + wires
②
S

② Prop'd 8TPD in
ring run on 6-M
Messenger.

POLES Track
KIND W.C.T. CLASS 6 AVE. LENGTH 10-25 NO. PER MILE 30

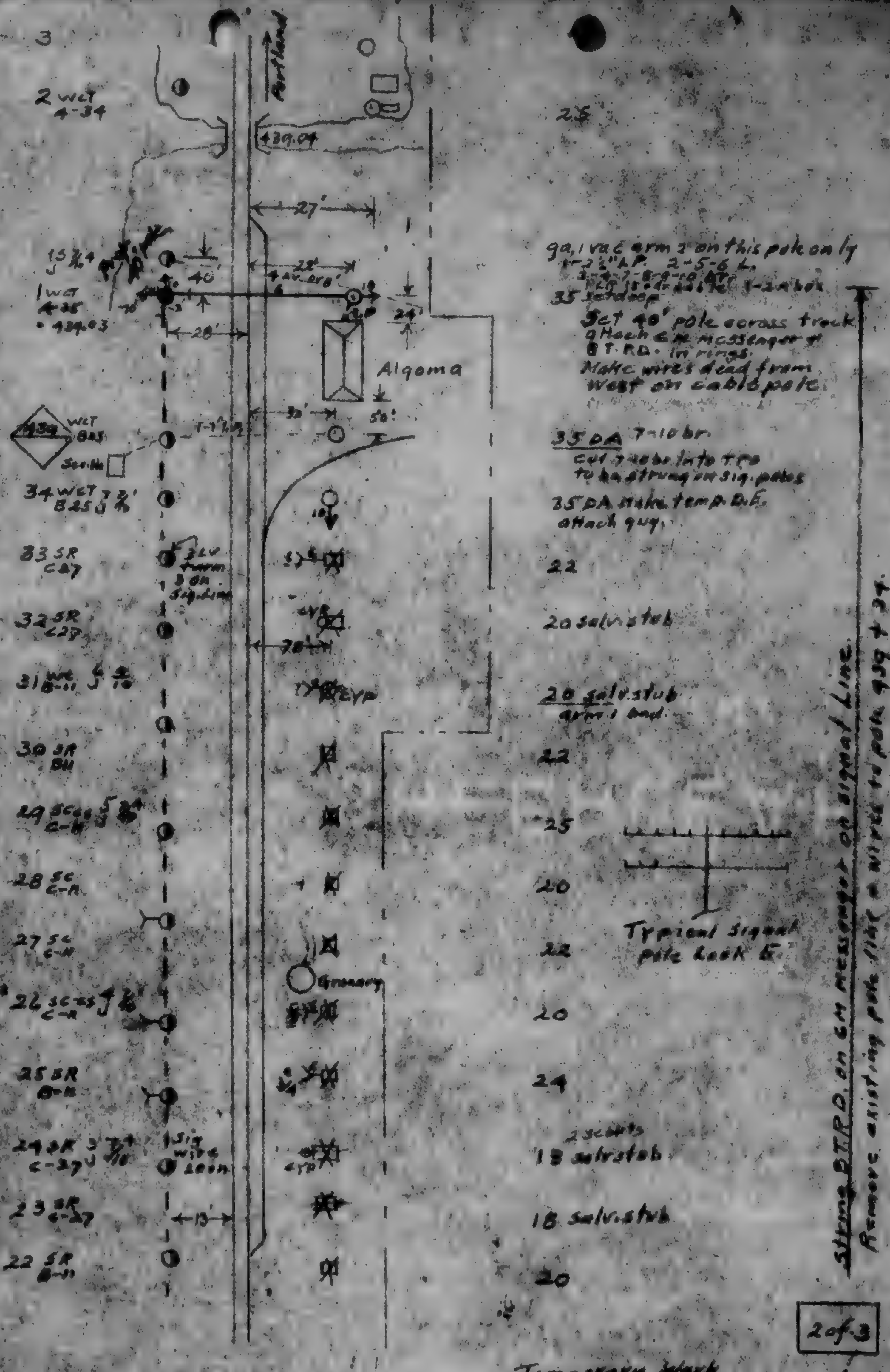

Sig. arm 2 on
3 WCT 4-41
2 WCT 4-41 25 M 9/10
1 WCT 4-41
438 SR B-11 24 M 7/10
42 WCT 4-41
41 WCT 4-41 23 M 9/10
40 SC C-11
39 WCT 4-41 22 M 7/8 9/10
38 WCT 4-41
Typical Signal Pole
37 WCT 4-41 21 M 9/10
36 WCT 4-41
35 WCT B-34 29 M 7/10
34 SC C-11
33 WCT B-34 19 M 9/10
32 = 437.83
MP 437+
Signal
S.P. m.. Line
Black Butte
25
25
25
26
25
25
20
use 33
22
22
22
22
22
25
21 SC-CS C-11 2/3 9/10
20 SC-CS C-11
19 SC-CS C-11 1 7/10
18 SC-CS C-11
17 SR B-11 3/4
16 SC-CS C-11
15 SC-CS C-1
14 SR B-11 31 M 9/10
13 WCT B-11
12 WCT 4-34 30 M 7/8 9/10
11 SR B11
Extra Pole
SR B-11
Typical Signal Pole
10 WCT 4-34 29 M 9/10
9 WCT = 438.26 4-34
8 WCT 4-34 28 M 7/10
7 WCT 4-41
6 WCT 4-41 27 M 9/10
5 WCT 4-41
4 WCT 4-41 26 M 9/10
Signal
Passing track
S.P. main line
15'
130'
20
26
26
22
22
20
20
26
20
20
Salv. pole
26
26 Pole
25 DA
Salv. pole
Short span
20
Salv. pole
25
Pl. span
25
25
25
25
Remove poles - arms & wires - String 8 T.P.C. on 6 M Messenger on Signal Poles
Leave as is intact - String 8 T.P.C. on 6 M Messenger on signal poles
Leave as is intact - String 8 T.P.C. on Signal
4382
1095

33 ... 6M Mess
35 ... 6 ... XArm
... 1 DA ...
... 6M Mess
94 ft Remove sideguy
Make Temp D.E.
Support T.P.C. on Mess with rings
Remove sideguy

Store reusable wire + arms for use in permanent work.

Black Butte-Springfield Jct Line
V. S. Ore 19-A So. Pac RR

Algoma-Oregon
Line changes acct
Highway Encroachment
State of Oregon.
Est P.D. 606-49
Temporary Work
Distance 0.20 + 0.16 = 1.36 mile G.W.K.


3
2 WCT 4-34
Portland
439.04
27'
15 7/4 J
1 WCT
439.03
40
22'
24'
28'
Algoma
32'
50'
1-1 1/2 LP
WCT B25
Switch
34 WCT B25 J 7/10
10
33 SR C27
3LV from 3 OH Sig. line
32 SR C27
78'
31 WC B-11 J 6/10
CYP
30 SR B11
29 SC-CS C-11 J 5/10
28 SC C-11
27 SC C-11
26 SC-CS C-11 J
Granary
25 SR B-11
24 SR C-27 J 3/10
Sig wire down
CYP
23 SR C-27
13
22 SR B-11
25
22
20 salv. stub
20 salv. stub arm 1 end
22
25
20
22
20
24
2 sockets 18 salv. stub
18 salv. stub
20
Typical Signal pole Look E.

9a, 1 vac arm 2 on this pole only
1-2 1/2" LP. 2-5-6 L.
3-4-7-8-9-10 [illegible]
[illegible] 1-2A box
35 set deep
Set 40' pole across track
attach 6M messenger &
BT.RD. in rings.
Make wires dead from
West on cable pole

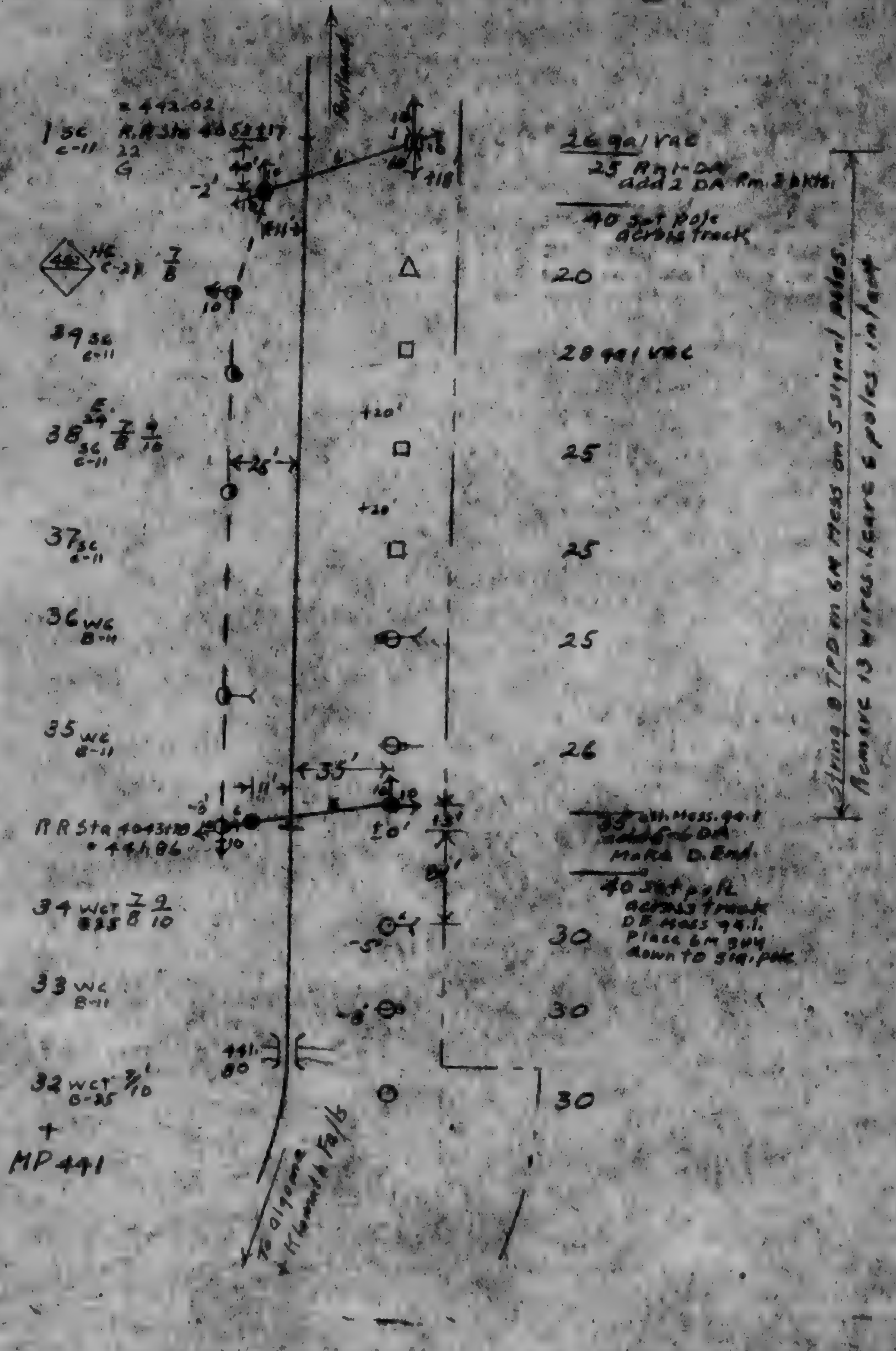
35 DA 7-10 br.
cut [illegible] into [illegible]
to be strung on sig. poles

35 DA make temp. D.E.
attach guy.

String BT.RD. on 6M messenger on Signal Line.
Remove existing pole line & wires to pole 439 + 24.

2 of 3

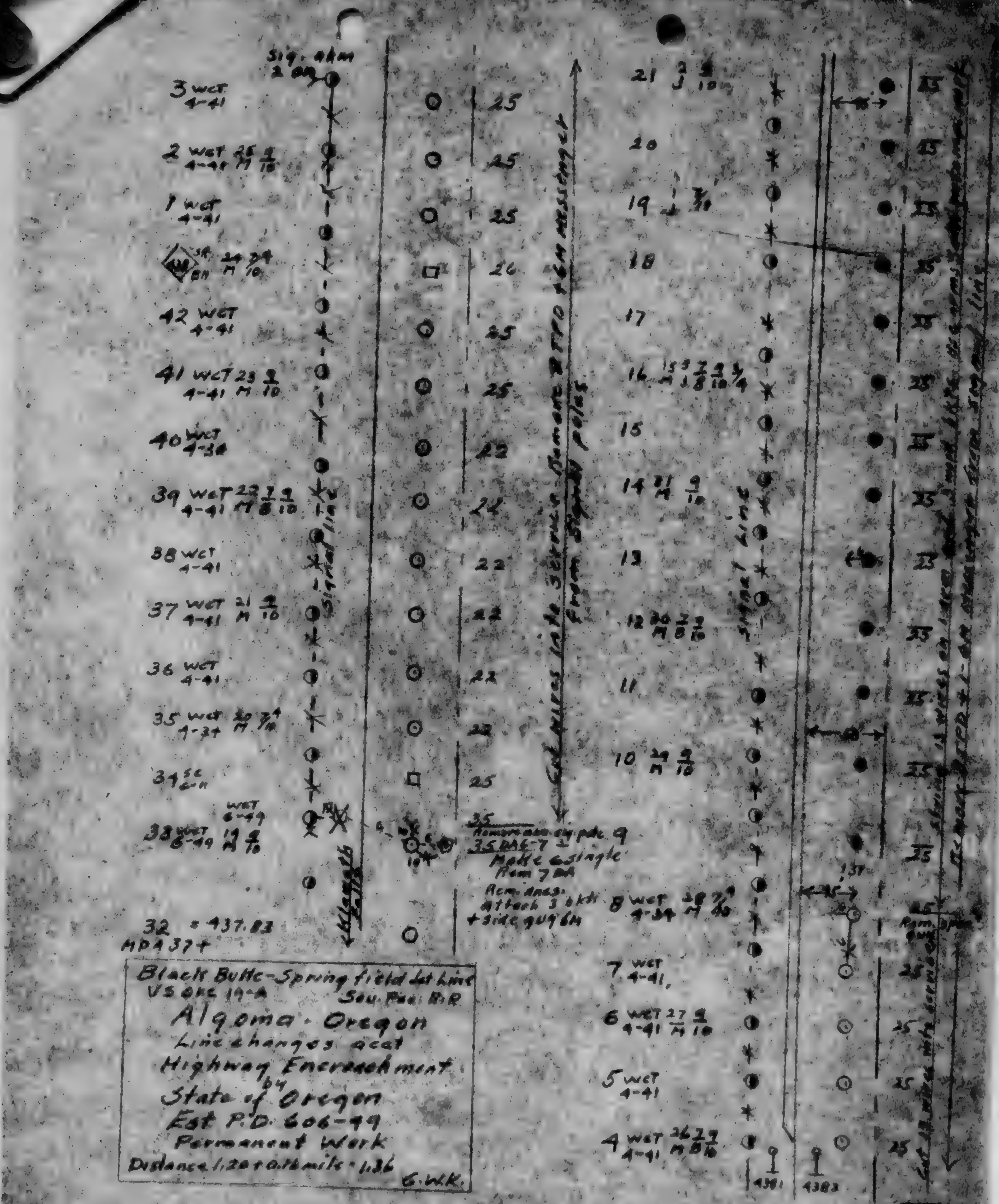
Temporary Work


Portland
1 SC
C-11
= 442.02
R.R Sta 4052+17
22
G
-2'
40'
+11'
16
10
+18
442
HC
C-27
7/8
40
10
39 SC
C-11
38 E. 24 SC C-11
7/8 9/10
25'
+20'
+20
37 SC
C-11
36 WC
B-11
35 WC
B-11
11'
35'
-8'
10
R R Sta 4043+10
= 441.86
±0'
13'
34 WCT
B25
7/8 9/10
-5'
33 WC
B-11
-8'
441.
80
32 WCT
B-35
9/10
MP 441
To Algoma & Klamath Falls
26 ga1 vac
25 Rm1-DA
add 2 DA Rm. 2 brkts.
40 Set Pole
across track
20
28 ga1 vac
25
25
25
26
35 ath Mess. 94.1
add 6 DA
Make D. End.
40 Set pole
across track
DE Mess 94.1.
Place 6M guy
down to Sig. pole
30
30
30
String 8 TPD m 6M Mess on 5 signal poles
Remove 13 wires. Leave 6 poles in tact

This sheet 0.16 mile

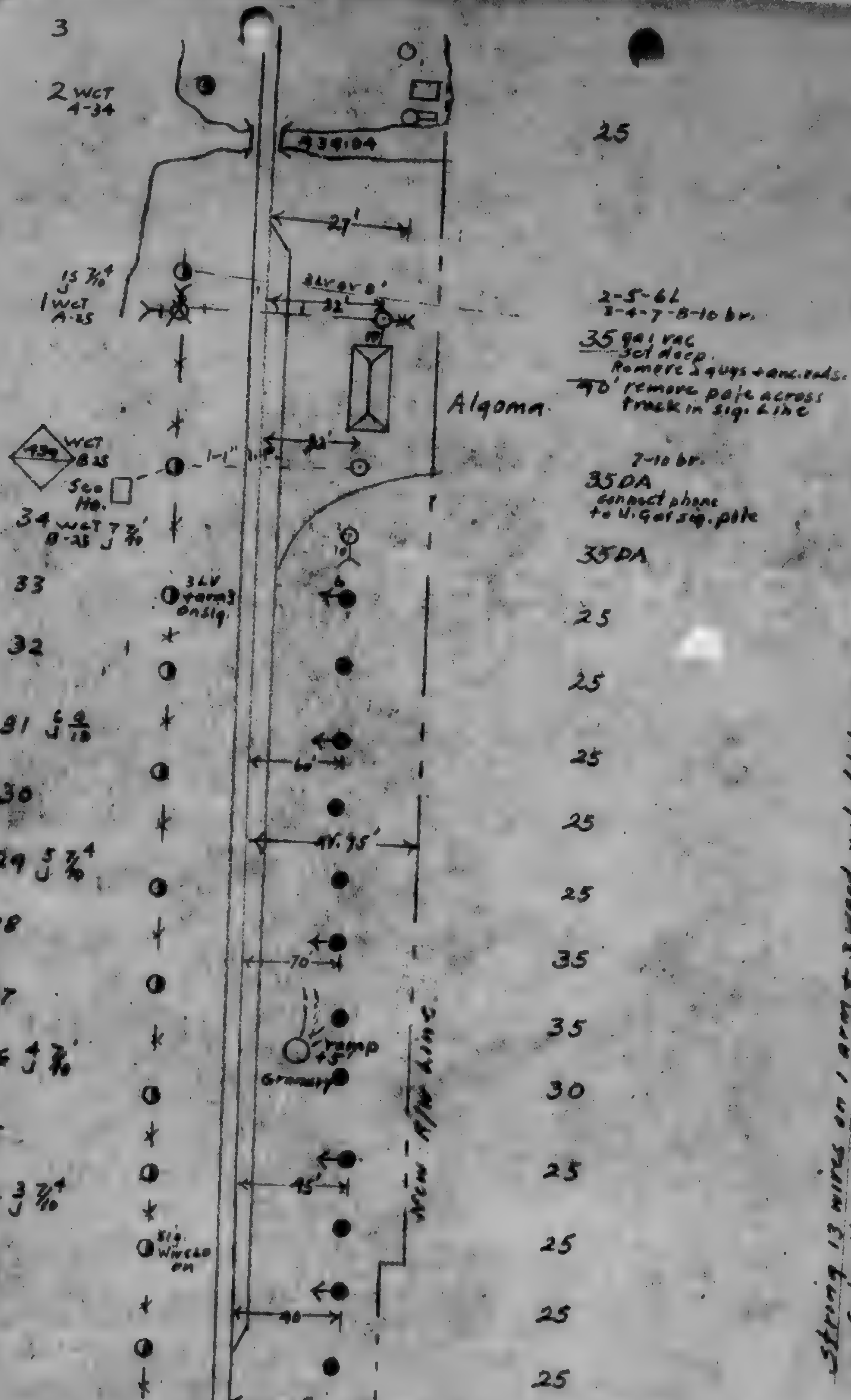
Temporary Work

3 of 3


Sig. 4km 2 bm
3 WCT 4-41
2 WCT 4-41 26 M 9/10
1 WCT 4-41
SE 24 BM 7/9 M 10
42 WCT 4-41
41 WCT 4-41 23 M 9/10
40 WCT 4-38
39 WCT 4-41 22 M 7/8 9/10
38 WCT 4-41
37 WCT 4-41 21 M 9/10
36 WCT 4-41
35 WCT 4-34 20 M 7/4 10
34 SC 6-11
WCT 6-49
33 WCT 6-49 14 M 9/10
32 = 437.83
MP 437+
Signal line
Klamath Falls
25
25
25
26
25
25
22
22
22
22
22
22
25
35
Remove ass'y pole 9
35 DAG-7 I
Make a single
Rem 7 bm
Rem. anas.
attach 3 bkts
+ side guy 6m
Cut wires into service Remove ... from poles
21 J 9/10
20
19 J 9/10
18
17
16 M 15 3/8 7/9 9/10
15
14 M 31 9/10
13
12 M 30 7/8 9/10
11
10 M 29 9/10
8 WCT 4-34 28 M 9/10
7 WCT 4-41
6 WCT 4-41 27 M 9/10
5 WCT 4-41
4 WCT 4-41 26 M 7/8 9/10
Signal line
4381
4383
Rem. span guy
1-73

Black Butte-Springfield 1st Line
VS Okc 19-A
Sou. Pac. R.R.

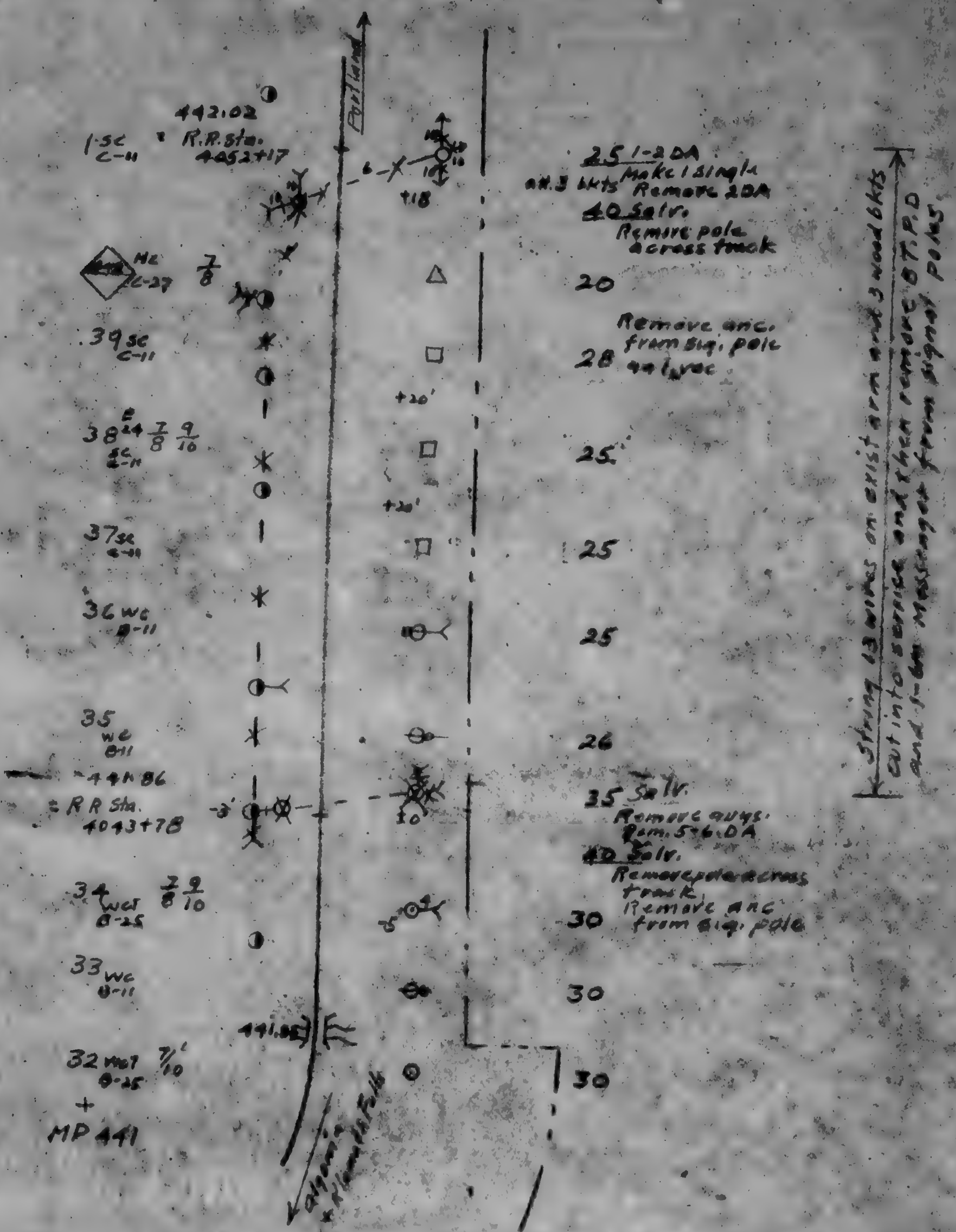
Algoma - Oregon
Line changes acct
Highway Encroachment
by
State of Oregon
Est P.D. 606-49
Permanent Work
Distance 1.20 + 0.16 mile = 1.36
G.W.K.


3
2 WCT A-34
439+04
27'
15 7/10 4 J
1 WCT A-25
3LV or 8'
32'
Algoma
2-5-6L
3-4-7-8-10 br.
35 gal vac
Set deep.
Remove 2 guys + anc. rods.
40' remove pole across track in sig. line
439 WCT B25
Sec Ho.
1-1"
32'
7-10 br.
35DA
connect phone to U.Gal sig. pole
34 WCT B-25 7 7/10' J
35DA
33
3LV arms on sig.
25
32
25
31 6 9/10 J
60'
25
30
25
29 5 7/10 4 J
AV. 95'
25
28
70'
35
27
35
26 4 7/10' J
Temp +5'
Granary
30
New R/W Line
25
45'
25
24 3 7/10 4 J
Sig. wires on
25
23
40'
25
22
50'
25

String 13 wires on 1 arm + 3 wood pole bkts. Use arms Salv. from temp work. Remove 8 TPD and 1-6M messenger from signal poles. | Place wires in service.

2 of 3.

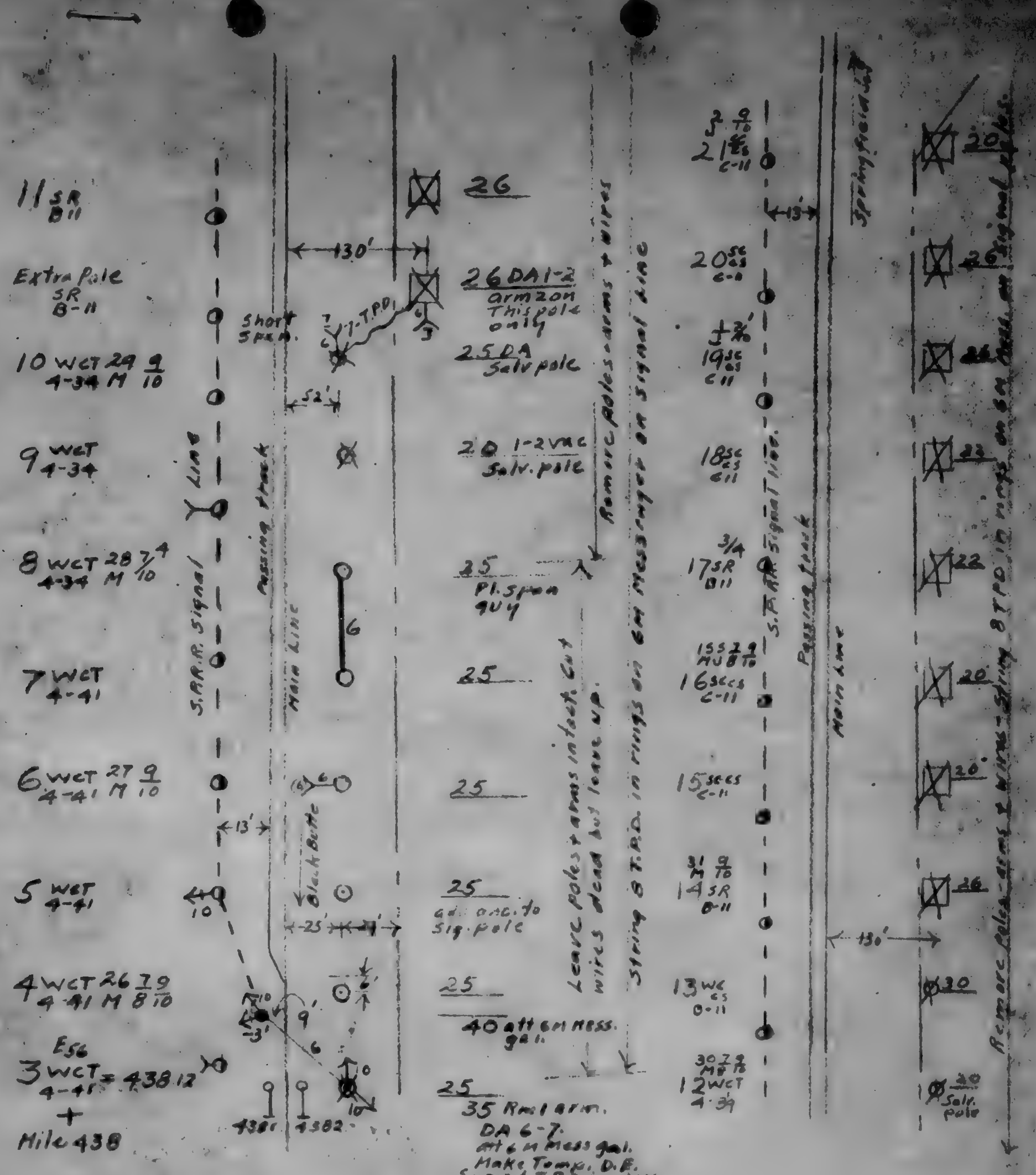
Permanent Work.


Portland
442.02
1-SC
C-11
R.R.Sta.
4052+17
6
+18
25 1-2DA
Make 1 Single
att.3 bkts
Remove 2DA
40 Selr.
Remove pole
across track
MC
C-27
7/8
20
39 SC
C-11
Remove anc.
from Sig. pole
28
+20'
38 E 24
7/8 9/10
SC
C-11
25
+20'
37 SC
C-11
25
36 WC
B-11
25
35
WC
B-11
26
44186
R R Sta.
4043+78
-3'
10
35 Selr.
Remove guys.
Rem. 5+6 DA
40 Selr.
Remove pole across
track
Remove anc
from Sig. pole
34
WCT
B-25
7/8 9/10
5
30
33 WC
B-11
30
441.86
32 WCT
B-25
7/10
30
MP 441
Algoma
Klamath Falls
String 13 wires on exist arm and 3 wood bkts
cut into service and then remove B.T.P.D
and 1-6m Messenger from signal poles

This sheet 0.16 mile

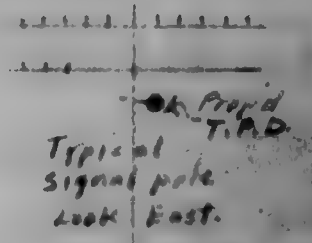
Permanent Work

3 of 3


11 SR B11
Extra Pole SR B-11
10 WCT 4-34 29 M 9/10
9 WCT 4-34
8 WCT 4-34 28 M 7/10 4
7 WCT 4-41
6 WCT 4-41 27 M 9/10
5 WCT 4-41
4 WCT 4-41 26 M 8 7/10 9/10
E56
3 WCT 4-41 = 438.12
Mile 438
S.P.R.R. Signal Line
Passing track
Main Line
Black Butte
13'
10
3'
9'
6
130'
52'
25'
Short Span
T.P.D.
4381
4382
26
26 DA 1-2
arm 2 on This pole only
25 DA Salv pole
20 1-2 VAC Salv. pole
25 Pl. span guy
25
25
25 add arm to Sig. pole
25
40 att 6M mess. gal.
25
35 Rmt arm. DA 6-7. att 6 M mess gal. Make Temp. D.E. Support T.P.D in rings.
Remove poles + arms + wires
String 8 T.P.D. in rings on 6M Messenger on Signal Line
Leave poles + arms intact. Cut wires dead but leave up.
21 SC ES C-11 3 9/10
20 SC ES C-11
19 SC ES C11 5 3/10
18 SC ES C11
17 SR B11 3/4
16 SECS C-11 15 SS 29 MUB 7/10
15 SECS C-11
14 SR B-11 31 M 9/10
13 WC ES D-11
12 WCT 4-39 30 M 7/10 9
S.P.R.R. Signal line.
Passing track
Main Line
Springfield Jct
13'
130'
20
26
26
22
22
20
20°
26
20
20 Salv. pole
String 8 T.P.D in rings on 6M mess. on signal poles.
Remove poles - arms + wires

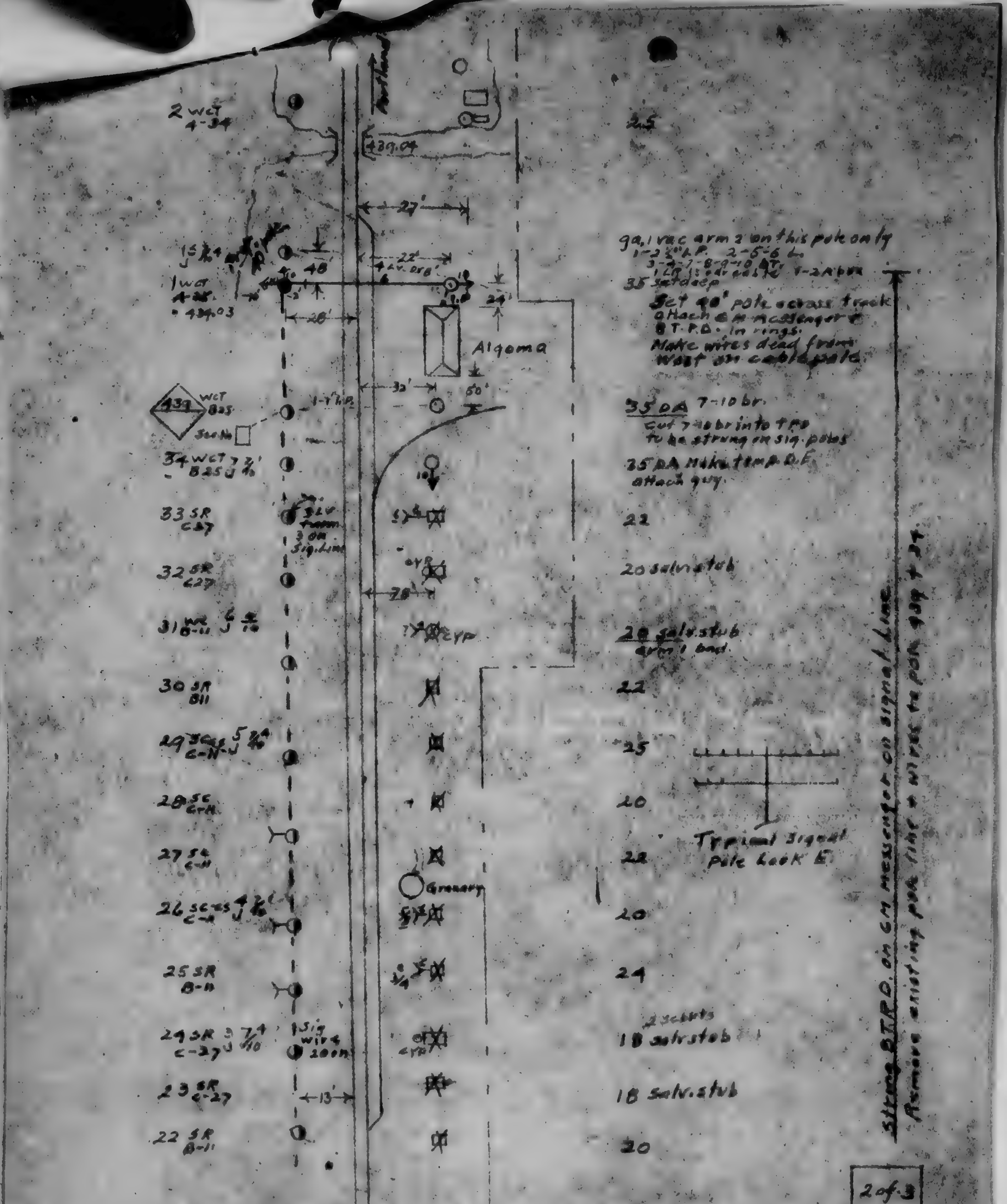
Black Butte - Springfield Jct Line
VS Ore 19-A Sou. Pac. R.R.
Algoma, Oregon.
Line changes acct
Highway Encroachment
State of Oregon.
Est PD 606-49
Tempory Work
Dist. 0.91 + 0.16 mile = 1.07 mile
Revised 12-28-49 G.W.K.

Store reusable
wire + arms
for use in
Permanent
Work.


Prop'd T.P.D.
Typical signal pole
Look East.

1 of 3.

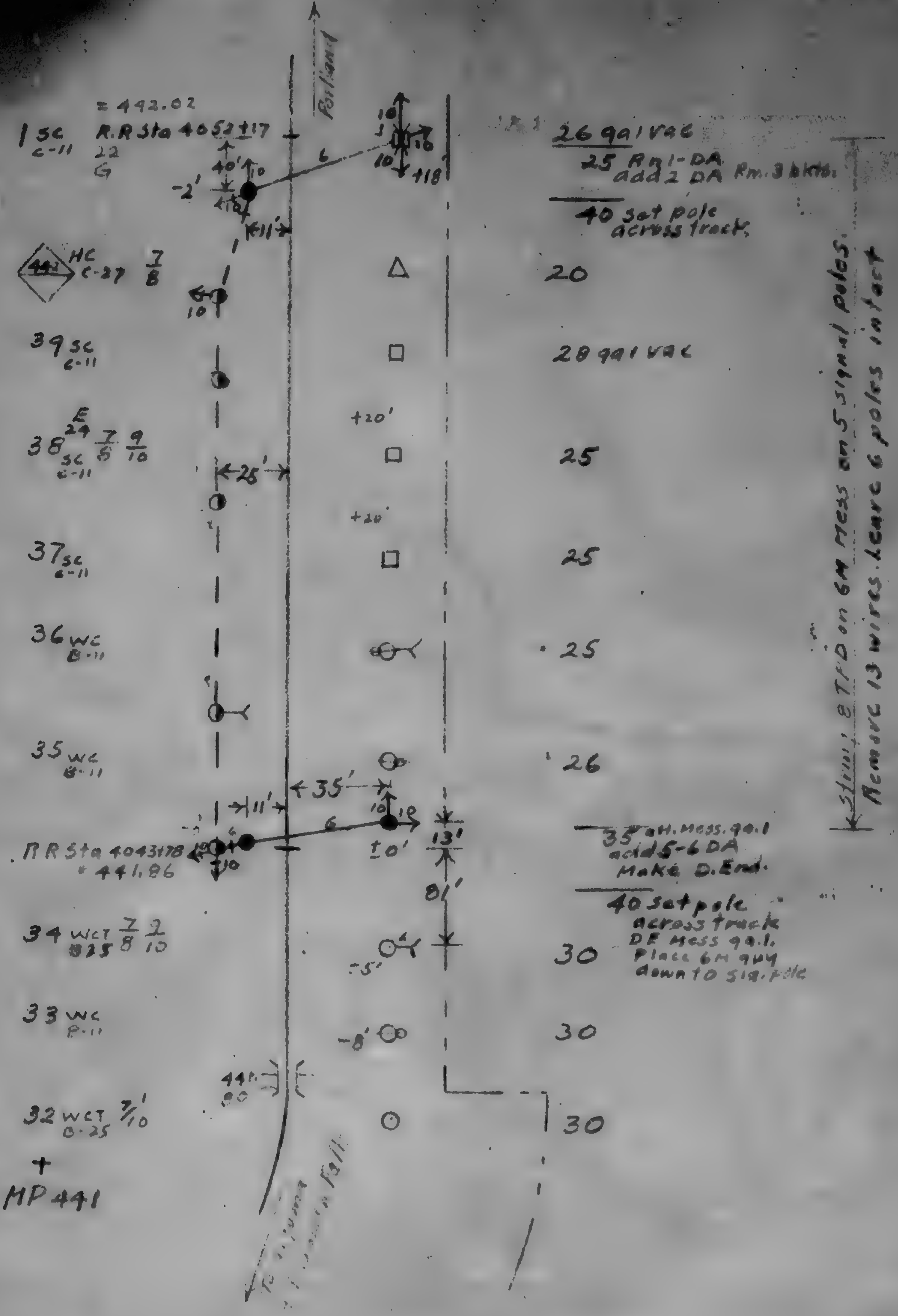
Temporary Work



2 WCT 4-34
439.04
27'
15 3/4 J 7/10
1 WCT 4-35 439.03
48
22'
4 Lv. org
24'
28'
Algoma
32'
50'
1-7 L.P.
439 WCT B25
34 WCT B25 J 7/10 7 3/4
33 SR C27
3 SLV from 3 on Sig. Line
32 SR C27
78'
31 WR B-11 J 6/10 6 3/4
CYP
30 SR B11
29 SCcs C-11 J 5/10 5 3/4
28 SC C-11
27 SC C-11
Granary
26 SC-CS C-11 J 4/10 4 3/4
25 SR B-11
24 SR C-27 J 3/10 3 3/4
1 Sig wire 2 on
CYP
23 SR C-27
13'
22 SR B-11
25
9a, 1 vac arm 2 on this pole only
1-2 3" L.P. 2-5-6 Lo
3-4-7-8-9-10 Tr
1 LC 15 cdr cable 1-2 A pbx
35 set deep
Set 40' pole across track
attach 6M messenger & 8 T.P.D. in rings.
Make wires dead from West on cable pole.
35 DA 7-10 br.
Cut 7-10 br into TPD to be strung on sig. poles
35 DA Make temp D.E. attach guy.
22
20 salv. stub
20 salv. stub arm 1 bad.
22
25
20
22
20
24
2 scarts
18 salv. stub
18 salv. stub
20
Typical Signal Pole Look E
String 8 T.P.D. on 6M messenger on signal line.
Remove existing pole line & wires to pole 439 + 37.

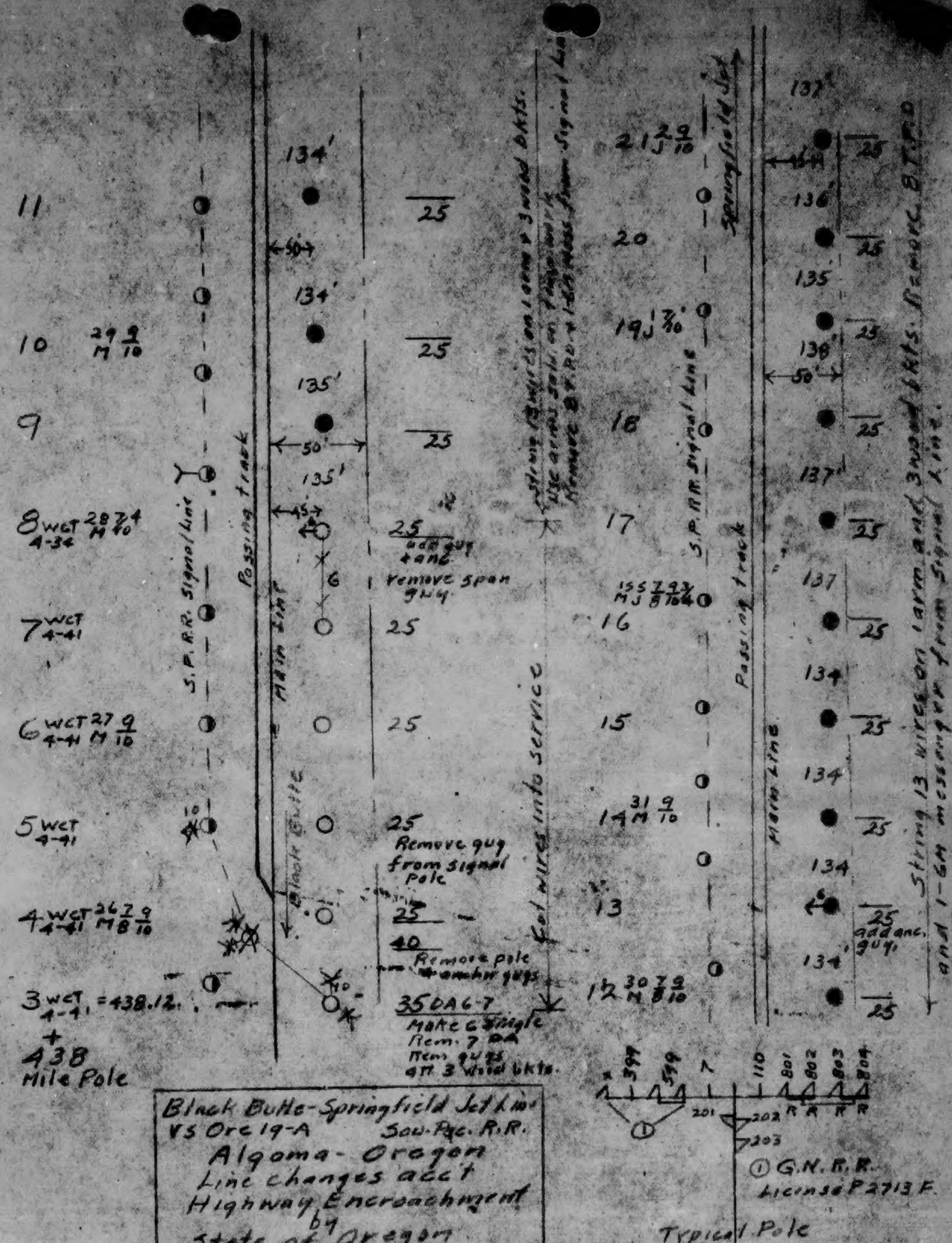
2 of 3

Temporary Work


Portland
= 442.02
1 SC C-11
R.R Sta 4052+17
22
G
40'
10
-2'
+18'
11'
6
10
3
16
+18
26 gal vac
25 Rm 1-DA add 2 DA Rm. 3 bkts.
40 set pole across track.
HC C-27 7/8
442
20
39 SC C-11
28 gal vac
E
38 24 SC C-11 7/8 9/10
+20'
25'
25
+20'
37 SC C-11
25
36 WC B-11
25
35 WC B-11
26
11'
35'
10
10
6
R R Sta 4043+78 = 441.86
±0'
13'
81'
35 att. Mess. 9a.1 add 5-6 DA Make D. End.
40 set pole across track DE Mess 9a.1. Place 6M guy down to sig. pole
Stinn; 8 TFD on 6M Mess on 5 signal poles. Remove 13 wires. Leave 6 poles intact
34 WCT B25 7/8 9/10
-5'
30
33 WC B-11
-8'
30
441.00
32 WCT B-25 9/10
30
MP 441

Temporary work

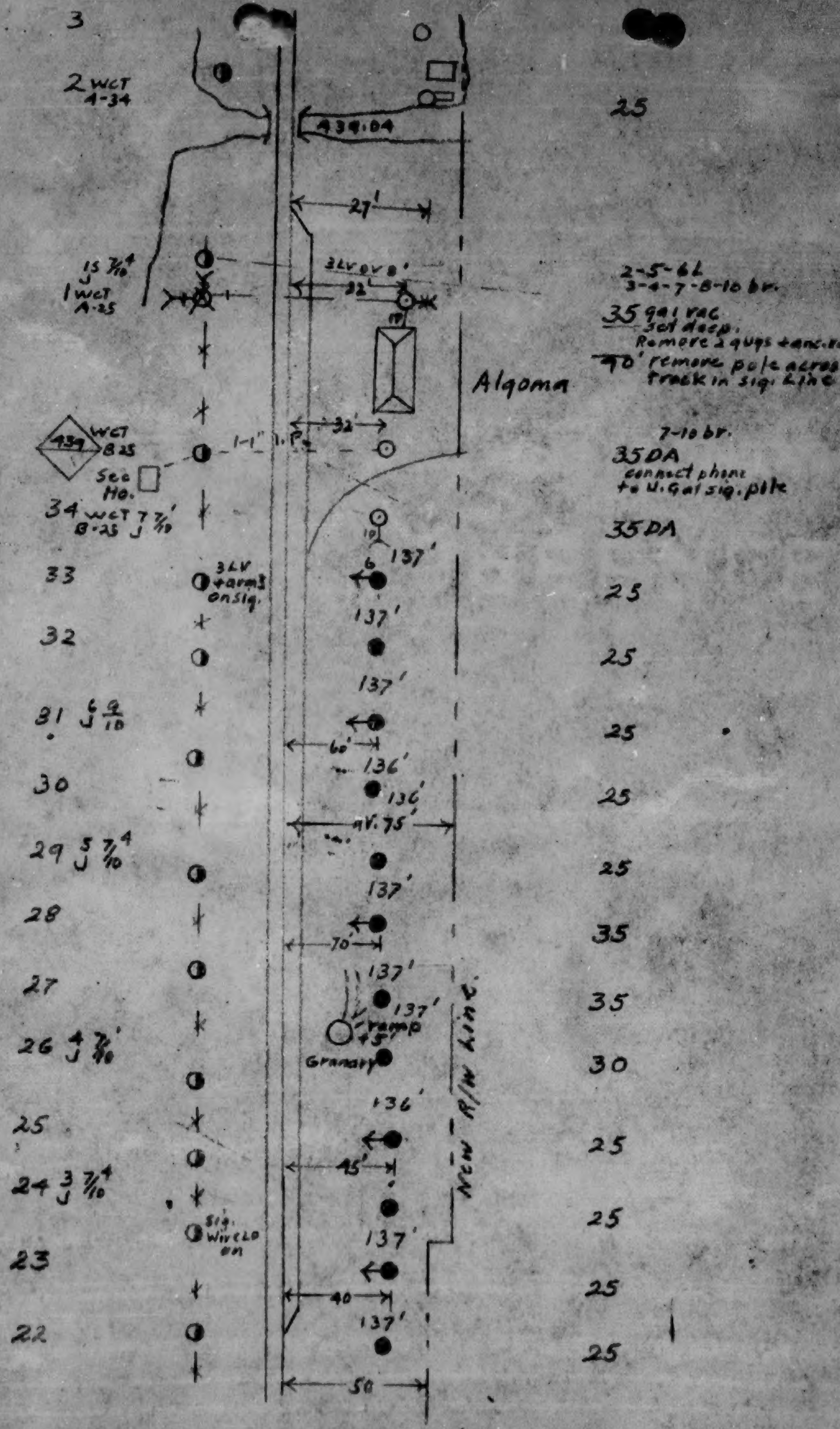
3 of 3


11
10 $\frac{29}{M}\frac{9}{10}$
9
8 WCT 4-34 $\frac{28}{M}\frac{7.4}{10}$
7 WCT 4-41
6 WCT 4-41 $\frac{27}{M}\frac{9}{10}$
5 WCT 4-41
4 WCT 4-41 $\frac{26}{M}\frac{7}{8}\frac{9}{10}$
3 WCT 4-41 = 438.12
+
438
Mile Pole
S.P.R.R. Signal Line
Passing track
Main Line
Black Butte
134'
134'
135'
135'
50'
50'
45'
25
25
25
25
add guy & anc.
6
remove span guy
25
25
25
Remove guy from signal pole
25
40
Remove pole & anchor guys
35 DA 6-7
Make 6 single
Rem. 7 DA
Rem guys
att 3 wood bkts.
Cut wires into service
String wires on 1 arm & 3 wood bkts.
Remove BT RD & 1-6M mess. from Signal Line
21 $\frac{2}{J}\frac{9}{10}$
20
19 J $\frac{7}{10}$
18
17
16 $\frac{15}{M}\frac{5}{J}\frac{7}{8}\frac{9.3}{10.4}$
15
14 $\frac{31}{M}\frac{9}{10}$
13
12 $\frac{30}{M}\frac{7}{8}\frac{9}{10}$
Springfield Jct.
S.P.R.R. Signal Line
Passing track
Main Line
137'
136'
135
138'
137'
137
134
134
134
134'
50'
25
25
25
25
25
25
25
25
25
add anc. guy
25
String 13 wires on 1 arm and 3 wood bkts. Remove BT RD
and 1-6M messenger from Signal Line.
394
594
7
110
801
802
803
804
201
202
203
R
R
R
R
①
① G.N.R.R.
License P 2713 F.
Typical Pole

Black Butte-Springfield Jct Line
VS Ore 19-A Sou. Pac. R.R.
Algoma - Oregon
Line changes acct
Highway Encroachment
by
State of Oregon
Est PD 606-49
Permanent Work G.W.K.
Distance 0.91 + 0.16 = 1.07 mile

Permanent Work.
Revised 12-28-49.

1 of 3



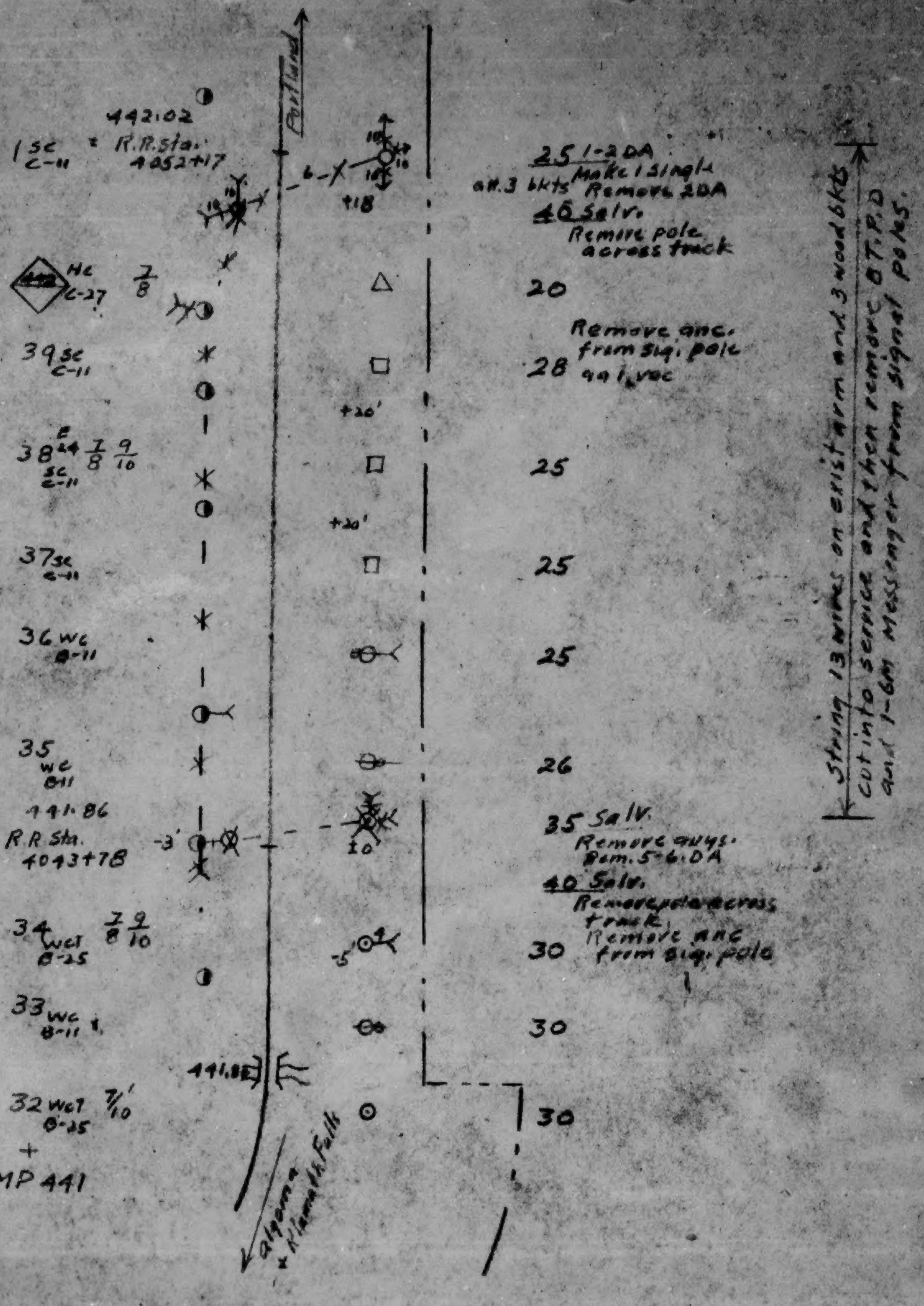
3
2 WCT A-34
439.04
27'
15 7/10 4 J
1 WCT A-25
3LV ov 8'
32'
17
Algoma
WCT B25
439
Sec Ho.
1-1" 1. P.
32'
34 WCT B-25 7 7/10 J
10
137'
6
33
3LV + arms on sig.
137'
32
137'
31 6 9/10 J
60'
136'
30
136'
av. 75'
29 5 7/10 4 J
137'
28
70'
137'
27
137'
ramp 45'
26 4 7/10 J
Granary
136'
25
45'
24 3 7/10 4 J
Sig. wires on
137'
23
40
137'
22
50
New R/W Line
25
2-5-6L
3-4-7-8-10 br.
35 gal vac.
set deep.
Remove 2 guys + anc. rods.
40' remove pole across track in sig. Line
7-10 br.
35DA
connect phone to U.Gal sig. pole
35DA
25
25
25
25
25
35
35
30
25
25
25
25

String 13 wires on 1 arm + 3 wood pole 6 kts. Use arms. Salv. from temp work. Remove BTPO and 1-CM messenger from signal poles.

Place wires in service.

2 of 3.

Permanent Work


Portland
442.02
1 SC C-11
= R.R. Sta. 4052+17
-6-
+18
25 1-2DA
Make 1 single arm 3 bkts
Remove 2DA
40 Salv.
Remove pole across track
HC C-27
7/8
20
Remove anc. from sig. pole
39 SC C-11
28
441.90C
+20'
38 E24 SC C-11 7/8 9/10
25
+20'
37 SC C-11
25
36 WC B-11
25
35 WC B11
26
441.86 = R.R. Sta. 4043+78
-3'
10
35 Salv.
Remove guys.
Rem. 5-6 DA
40 Salv.
Remove pole across track.
Remove anc from sig. pole
34 WCT B-25 7/8 9/10
-5'
30
33 WC B-11
30
441.83
32 WCT B-25 7/10
30
MP 441
Algoma & Klamath Falls
String 13 wires on exist arm and 3 wood bkts
Cut into service and then remove OT.P.D and 1-6M Messenger from signal poles.

This sheet 0.16 mile

Permanent Work

3 of 3.

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract # 3251 Ends with: Contract # 3289

FLASH CARDS: Begins every Contract

Remarks:

Reel No. ______ Reduction Ratio 21:1 Project No. ______

Camera: Name Bell & Howell Model File Master Film Recordak AHU. MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 30th day of July, 19 80 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Ronda R. Lewis